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ATLANTIC FISHERMAN

FEBRUARY 1950

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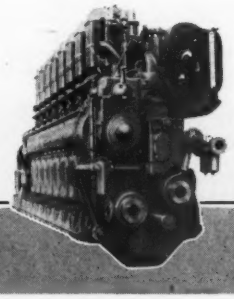

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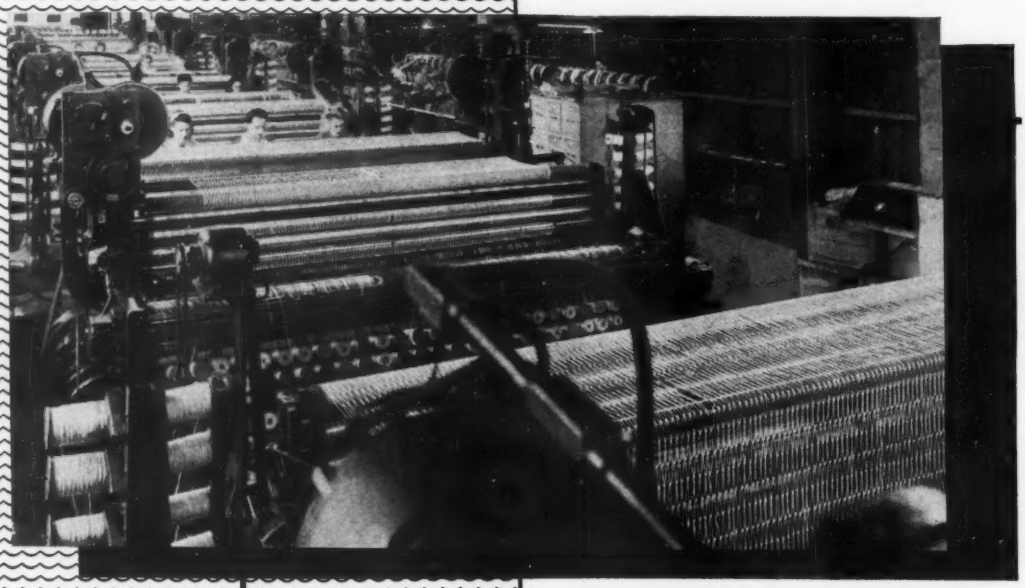

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Fisheries Outlook Promising

A distinct note of optimism on the future of the food business was evident at the recent National Canners Convention. The volume of buying of canned foods was several times larger than a year ago, and there was an atmosphere of confidence, in contrast to the uncertainties visualized in January 1949.

Consumers are purchasing fully 5 percent larger total quantity of food than at this time last year, and the outlook for the year ahead indicates that this increased demand will continue. Sales of food stores have expanded to slightly larger dollar receipts than in 1949, despite lower selling prices.

Another favorable aspect of the Convention was the apparent general stability of markets, with business being done at maintained or slightly higher prices. Concessions were mostly on off-quality and odd lots.

Since the Canners Association membership represents a cross section of various segments of the food business, including fisheries, the viewpoints expressed at the Convention should augur well for the fishing industry. As an important item of food, with increasing popularity, fish is certain to benefit from the continued high level of consumer purchasing power that is anticipated.

From an overall production standpoint, 1949 was a good year for the fishing industry. The total catch for the United States is estimated to have been 2 percent above the previous year. Redfish landings in New England were the largest on record, the menhaden fisheries had one of their biggest years, and the shrimp catch on the Gulf of Mexico showed an increase.

It is true that some types of fishing showed declines last year, including those for sardine herring, groundfish and mackerel. However, it is customary for the abundance of many kinds of fish to fluctuate. While the low point in the groundfish cycle seems to have been more pronounced than usual, recent increases in the size of some of the trawler catches indicate that an upward trend is in the making.

The effect of fish imports on the domestic industry has been less serious than anticipated. Groundfish fillet imports for 1949 were 6.5 million pounds under the previous year. At the present time, cold storage holdings of frozen groundfish fillets, with the exception of whiting, are below those of a year ago, indicating that the market is absorbing most of the available supply, both domestic and foreign. Even the frozen shrimp holdings, with Mexican shrimp imports increasing 7.5 million pounds last year are up only 1 million pounds.

The analysis of various factors affecting the fishing industry indicates that there is a good future ahead. One important factor, not to be overlooked, is the increased acceptance of consumer packages of quick-frozen fish and shellfish, and the expanded facilities of retail stores for handling them.

Like all industries, the fishing business had to expect a readjustment from high war-time prices. While it may be painful to experience a drop in prices, particularly after a period of lush earnings, it probably is a healthy situation in the long run. Although a legitimate profit is desirable and necessary, the industry cannot afford to price itself out of the market.

It would seem that the adjustment period for the fisheries is over, and that they can look forward to a continued strong demand at prices approximating the current level. The farm price support program of the Government will not allow much further reduction in the price range of agricultural products. Since all foods are competitive to a large extent, this situation should have a stabilizing effect on fish products.

The return to normal conditions will spur the industry toward greater efficiency. Utilization of improved methods of fishing, and modernization of boats and equipment, will become more vital.

Many vessels in the fleet are over-age and fast becoming obsolete. While it may be said that certain segments of the fleet, especially the New England draggers, were overbuilt during the war period, the amount of new construction in the past few years has not kept pace with losses due to casualties at sea.

To insure economical operation, it is necessary to have up-to-date equipment. Being subjected to almost continuous use, fishing boat machinery needs to be replaced at regular intervals.

With conditions now favorable for the future, the fishing industry may be expected to modernize its facilities in order to promote maximum efficiency, and take full advantage of its opportunities.

ATLANTIC FISHERMAN

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The Magazine for Fish and Shellfish Producers On Atlantic Coast, Gulf of Mexico, Great Lakes

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TABLE OF CONTENTS

SPECIAL FEATURES

Should Hoover Commission's Fishery Recommendations Be Adopted? 15
New Fishery Law Suits Reviewed 16
Causes and Cure of Misalignment Troubles 17
Predation of Clams and Oysters by Conchs 18
Planes Prove Value in Spotting Fish Schools 19

NEWS REPORTS

Alabama 20
Boston 42
Cape Cod 25
Connecticut 24
Florida 21
Georgia 33
Gloucester 43
Long Island 24
Louisiana 20
Maine 22
Maryland 28
Massachusetts 42
Michigan 23
Mississippi 20
New Bedford 25
New Jersey 26
North Carolina 26
Pennsylvania 23
Rhode Island 31
South Carolina 40
Texas 27
Virginia 28
Wisconsin 23

REGULAR DEPARTMENTS

Sounding-Lead 8
Vineyard Bailings 41
Equipment and Supply Trade News 34
Fish Landings for Month of January 38
Canadian Report 44

Where-to-Buy Directory 46
Index to Advertisers 47
Classified Advertising 48

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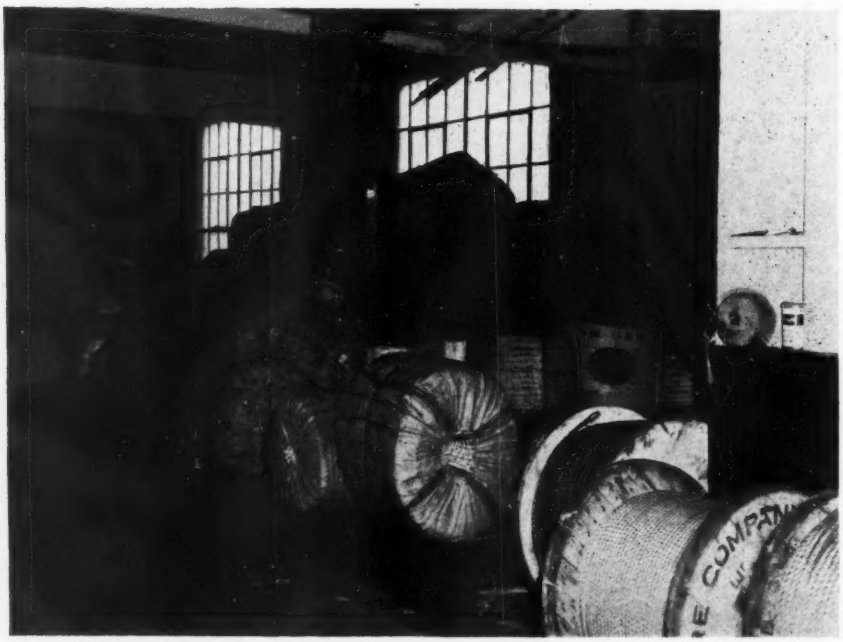

A section of F. J. O'Hara Trawling Company's Boston warehouse, where there's always an ample stock of fishing gear readily available.

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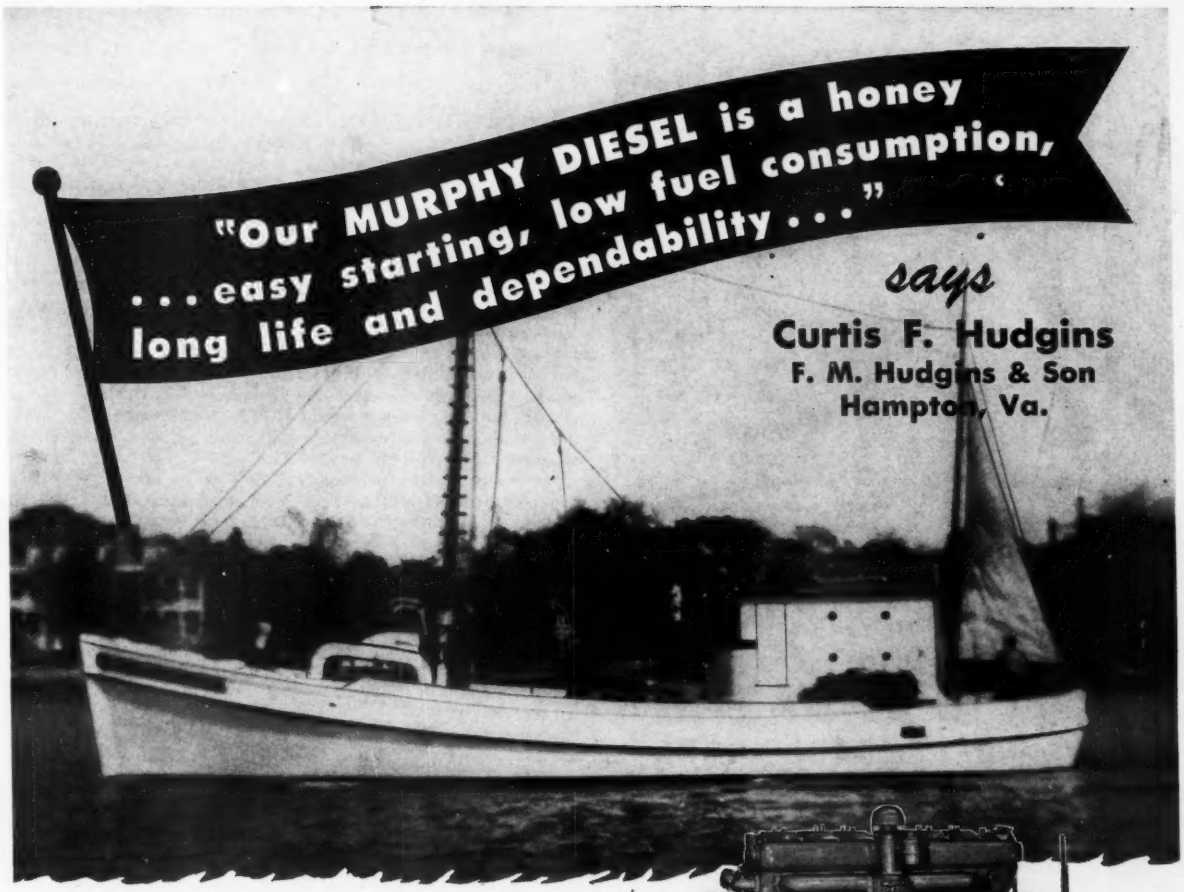
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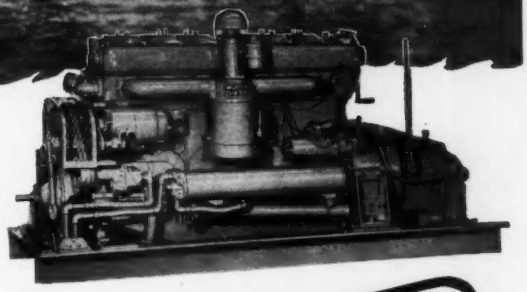

THERE'S more to making money in the fishing business than going out and getting a load of fish. You need a good economical, dependable engine that enables you to get the most out of your boat. And that's just the kind of engine the Murphy Diesel is. You don't have to take our word for it — read what C. F. Hudgins, Owner, F. M. Hudgins & Son, Hampton, Va., has to say:

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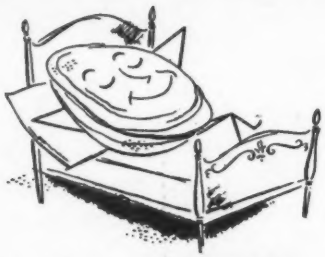

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Sounding-Lead

1949 PRODUCTION— During 1949, the catch of fishery products in the U. S. and Alaska showed a small gain in volume, but due to a general decline in the price of fishery products the value of the catch was about 12 percent less than in 1948, according to a preliminary report by the U. S. Fish & Wildlife Service.

Approximately 4.7 billion pounds of fishery products, estimated to have been valued at nearly $350,000,000 to the fishermen, were caught during 1949. This was about 100,000,000 lbs. greater than the 1948 volume. Rosefish landings in New England established a new record of 245 million pounds, up 7 million over 1948. Menhaden landings on the Gulf and Atlantic Coast ranked second or third largest in the history of the fishery.

The 1949 pack of canned fish is estimated to run about 850,000,000 pounds, as compared to 782,000,000 pounds in 1948. The production figures of fish meal, fish oil, and fish-liver oil were all above the 1948 level.

Shrimp production at principal Gulf of Mexico ports during 1949 totalled 366,000 barrels as compared with 310,000 barrels in 1948. The amount used for canning from last year's catch was 126,000 barrels. The largest shrimp producing State in the area was Louisiana with 192,000, and the most significant change in production occurred in Texas where the catch of 112,000 barrels was double that of the previous year.

The salt water fish catch in the Gulf area increased from 7,363,000 in 1948 to 8,007,000 lbs. last year, but hard crab output dropped from 12,916,000 to 9,434,000 lbs. Alabama led in the salt water fish production while Louisiana was top State for hard crabs.

Last year's oyster take in the Gulf States totalled 667,170 barrels as compared with 764,692 barrels in 1948. Florida's production of 32,000 barrels represented an increase of 10,000; Alabama with 42,000 showed a decline of 6,000; Mississippi dropped from 205,000 to 116,000; Louisiana with 464,000 was off 22,000, while Texas with 11,000 showed a gain of 10,000 over 1948. All of Mississippi's oysters were used for canning whereas none of those produced in Florida and Texas were for this purpose.

FROZEN HOLDINGS DOWN— United States cold storage holdings of frozen fish and shellfish on February 1 totalled 125,515,000 lbs., down 2 million from holdings on the same date last year.

Compared to a year ago, cod, pollock and flounder fillet holdings show decreases of approximately 2 million pounds, haddock fillets and round whiting are off 3 million, and scallops are down 1 million. Redfish is up 2 million, whiting fillets and shrimp are up 1 million and headed and gutted whiting shows a gain of 8 million pounds.

During 1949, stocks of frozen fish averaged higher than in any previous year. A peak of 158.7 million lbs. was reached on December 1—slightly higher than the previous record holdings of December 1, 1946.

Production of frozen fish for the year 1949, amounting to 285,822,018 lbs. was the third largest in history. This represents a decrease of 2% from the record year 1948. Substantial increases in the quantities of headed and gutted whiting, silver salmon, and shrimp frozen were more than offset by declines in cod, flounders, haddock, pollock, and whiting fillets; mackerel; round whiting; and tuna.

FILLET, SHRIMP IMPORTS—Imports of cod, haddock, hake, pollock, cusk, and rosefish during December totalled 2,112,000 lbs., compared with 2,448,000 lbs. during December 1948. Total imports of these fillets during 1949 amounted to 47,190,079 lbs., or 6.5 million lbs. less than in 1948, and 2 million under 1946. The decrease in 1949 was accounted for by Canada, since imports from Iceland and Norway showed a slight increase.

Imports of shrimp into the United States from Mexico for the month of December totalled 4,209,295 lbs. This was about 300,000 lbs. greater than for December 1948. The total shrimp imported for the year 1949 was 29,053,693 lbs. or over 7,500,000 more than in 1948.

ADDITIONS TO FLEET—A total of 50 vessels of 5 net tons and over on the Atlantic Coast, Gulf of Mexico and Great Lakes received their first documents as fishing craft during December, compared to 41 in the same month of 1948. Virginia had 9 new vessels while South Carolina had 7.

For the entire year of 1949, 573 fishing vessels were added to the fleet in the above area, compared to 743 in 1948. The Middle Atlantic region increased from 40 to 44, and the Chesapeake Bay section from 59 to 87. New England declined from 52 to 35, South Atlantic and Gulf dropped from 541 to 369 and the Great Lakes fell from 51 to 38 vessels.

FOREIGN TRADE COMMITTEE—Labor and management representatives of 17 industries met January 17 in Washington to discuss the increasing danger to certain American industries because of the flood of imports now entering the United States, the I.T.O. Charter, the ECA import program, and related problems. They unanimously elected O. R. Strackbein of the American Wage Earners' Protective Conference as chairman and formed an interim steering committee of 10 labor and 10 management representatives to prepare organization plans for submission to the committee as a whole. The name selected for the organization was the National Labor-Management Committee on Foreign Trade Policy.

Following are the representatives of the fishing industry named on the interim steering committee: labor—Capt. Patrick McHugh, secretary-treasurer of the Atlantic Fishermen's Union, and John Hawk, San Francisco; management—Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association, Donald Loker, French Sardine Co., Inc., Terminal Island, Calif., and Charles Jackson, general manager of the National Fisheries Institute.

OLD AGE INSURANCE—Dr. Richard A. Kahn of the Fish & Wildlife Service has given his version of H. R. 6000 which was introduced by Congressman Doughton, chairman of the House Ways and Means Committee and passed by the House last October. The bill, among other provisions, would change the status of self-employed fishermen (estimated to be 36,000) who earn more than $400 per year insofar as Old Age and Survivors' Insurance is concerned. They would be required for the first year to pay 2¼ per cent of their income as self-employed fishermen up to $3,600 into the Old-Age Benefit Fund, estimated by Kahn to be $2,000,000. Hearings on the bill in the Senate were to begin January 17.

As pointed out by Dr. Lewis Radcliffe of the Oyster Institute: "The self-employed operator who owns or operates a small fishing boat, or who tongs oysters or digs clams or performs any one or more of a hundred different operations on his own (except farming) will be covered by the above section. This is in addition to the larger operators everywhere. Only those with a taxable income of less than $400 would be excepted."

MEXICAN LAW CHANGES—Several changes in Mexican fishery laws were published on January 16 in Diario Oficial, and they become effective sixty days from the date of publication. Holders of permits may keep them until they expire. Regulatory measures must be filed 180 days from January 16.

Notable changes are: permissionnaires operating foreign boats in Mexico are required to have a representative in Mexico with full power of attorney; foreign boats in Mexico are subject to provisions of the law in addition to certain special provisions, rather than to a special law; permission to export fishery products can be withheld at the discretion of the Government until the demands of the local markets and industries are met; a permissionnaire is not necessarily jointly liable with fishermen who violate Mexican regulations; provision is made for a National Fishery Register wherein must be recorded all fishermen, fishing organizations, vessels, gear, and equipment; and cooperatives, to have exclusive fishing rights to certain species, must have at least 60% of the membership composed of professional regional fishermen.

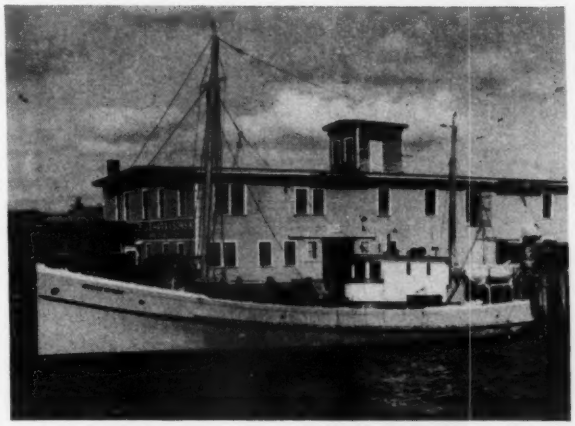
ATLANTIC STATES REPORT—In its 8th Annual Report, the Atlantic States Marine Fisheries Commission again requests Congress to pass the Herter bill, H. R. 986, drawn by it and to appropriate

(Continued on page 47)

Surrette

SPECIAL SERVICE

MARINE BATTERIES



Give Dependable Service Aboard "OCEAN SPRAY" in both Northern and Southern Waters

One of the high-line draggers that fishes out of Hampton, Virginia, in the Winter and from Rockland, Maine, during the Summer is the 88 ft. "Ocean Spray". A steady producer, she is owned by M. F. Quinn of Hampton and skippered by Capt. Henry Gallant. For meeting her electrical requirements, the vessel depends on a set of 8 HHG-31, 110 volt Surrette Marine Batteries.

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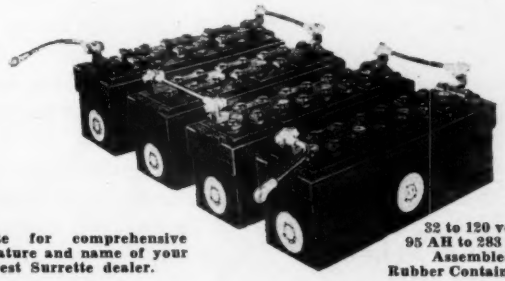

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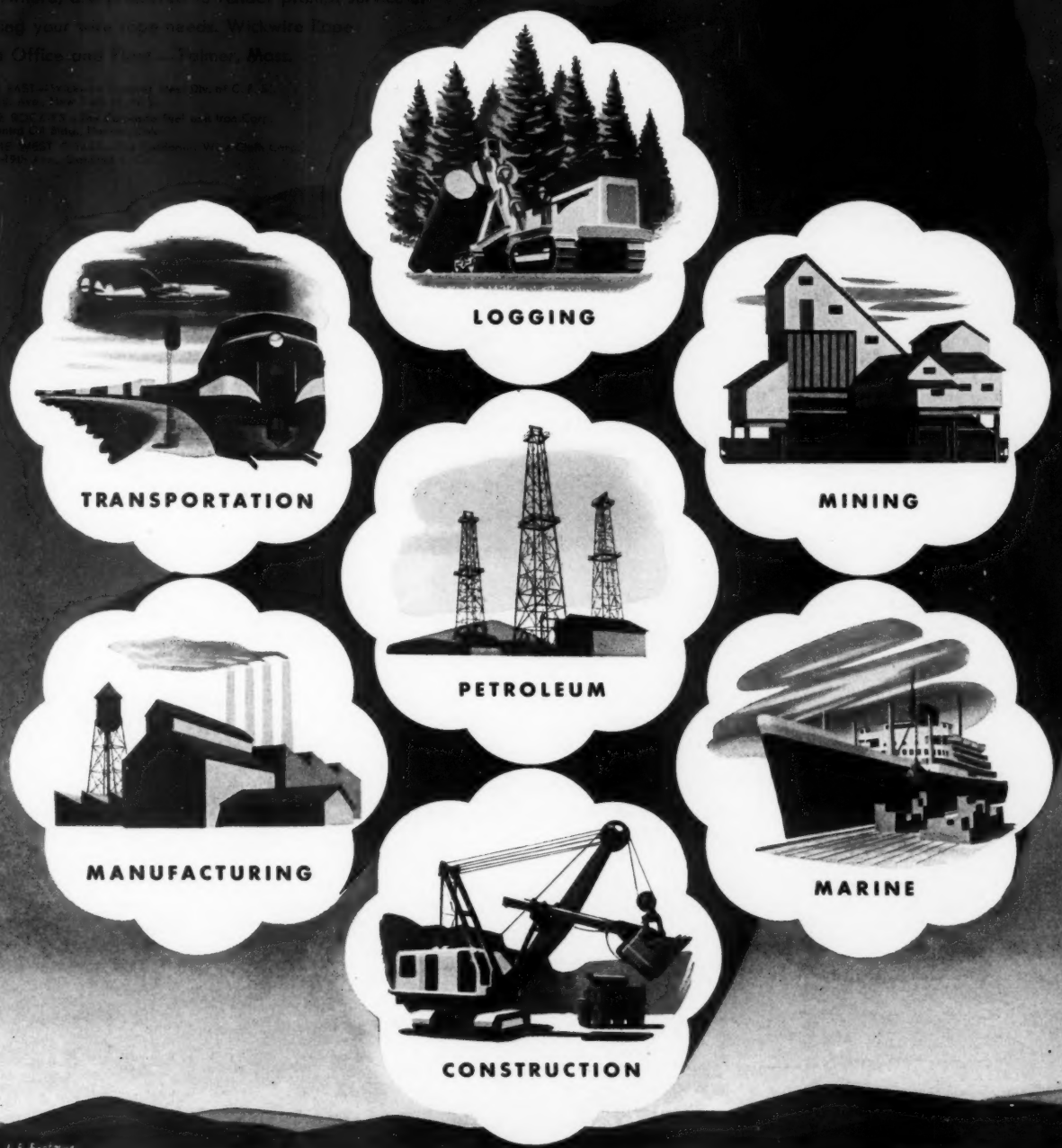

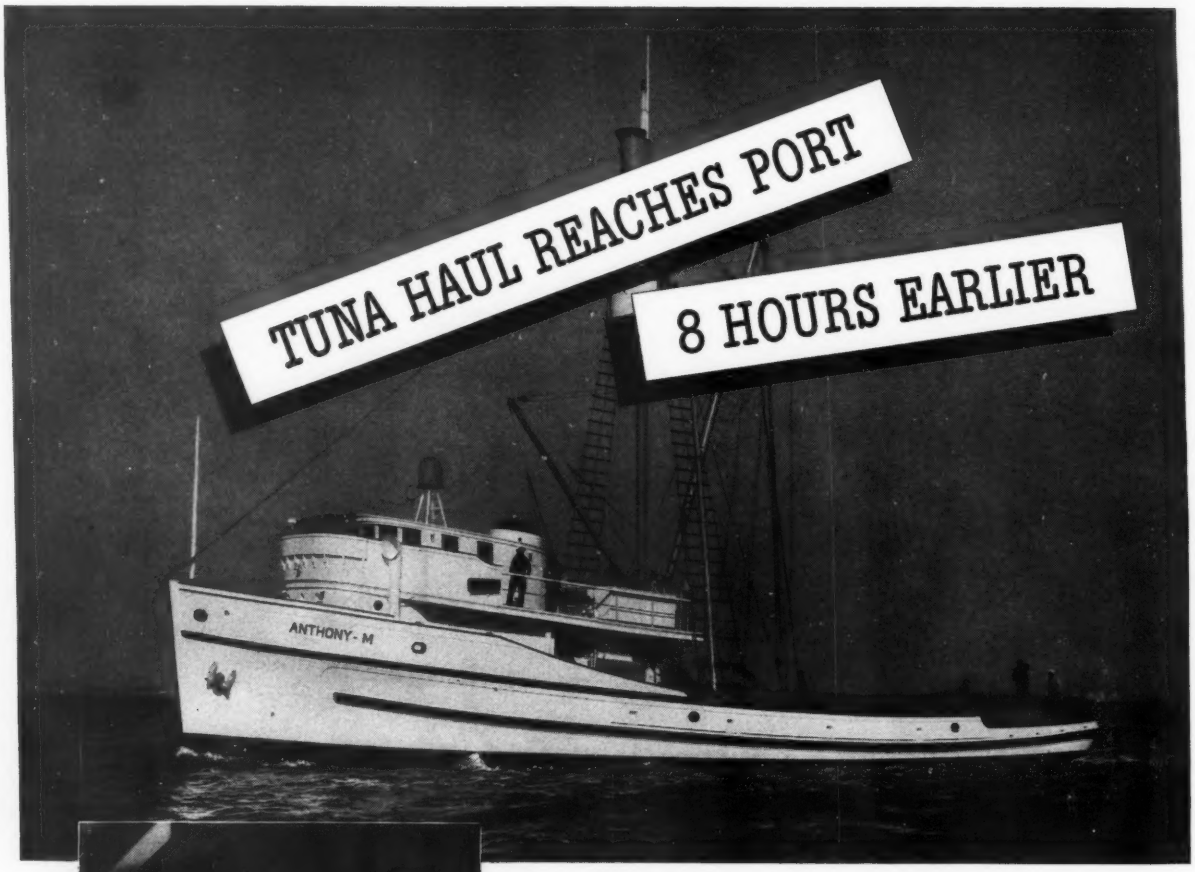

DOMINICK MISETICH . . . *captain and half owner of the* ANTHONY M . . . *reports that* SPERRY MAGNETIC COMPASS PILOT "*handles the boat very nicely in all types of sea. On the return voyage of 11 days and 17 hours, fully 8 hours of cruising time were saved with 9¾ knot speed being maintained at 10 less r.p.m. Improved crew morale.*"

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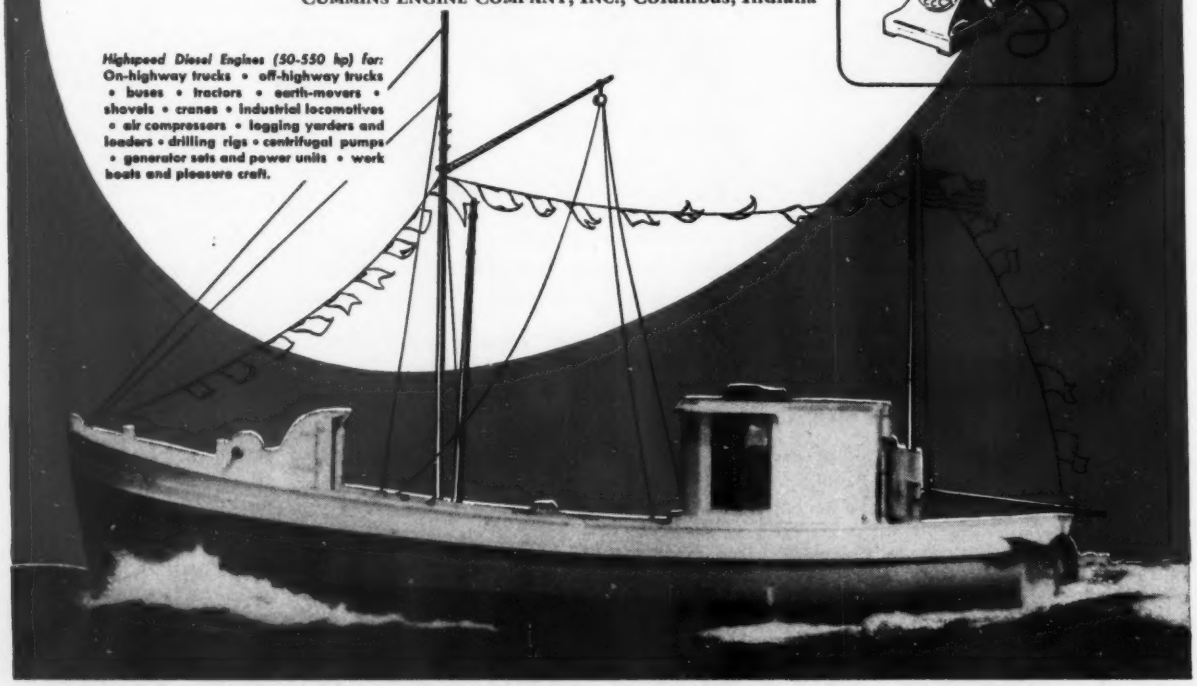

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Should Hoover Commission's Fishery Recommendations Be Adopted?

Views of Commercial and Sport Fishing Interests Given at Canners Convention

THE Fishery Products Conference of the National Canners Convention held in Atlantic City, N. J. last month featured a round table discussion of the Hoover Commission proposals with respect to the fisheries. Speakers were Donald P. Loker, representing the commercial fishing industry; Robert O. Beatty, conservation director, Isaac Walton League of America, Inc.; C. R. Gutermuth, vice president, Wildlife Management Institute; and Albert M. Day, director, U. S. Fish & Wildlife Service.

Messrs. Gutermuth and Day were opposed to separation of the Fish & Wildlife Service into a Fisheries Service and Wildlife Service; Beatty favored a Department of Natural Resources, and if this were created, would not be an opponent of separation; Loker supported the Hoover Commission recommendations, but would seek transfer of all fishery services to Commerce or a Department of Natural Resources.

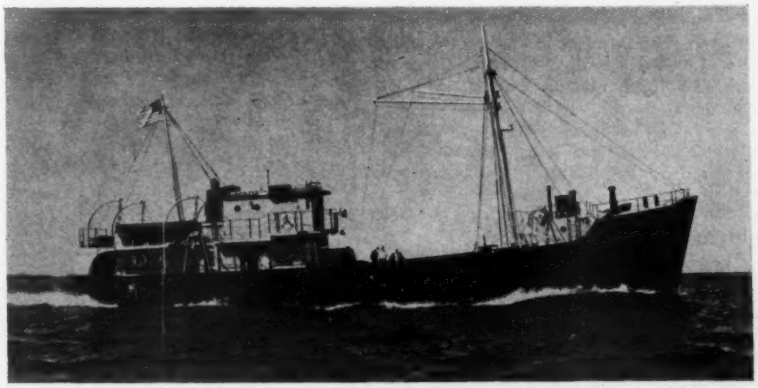
Following are excerpts from the talk by Mr. Loker, who is chairman of the National Canners Association Fishery Products Committee, and director of public relations and labor relations for French Sardine Co., Inc., Terminal Island, Calif.:

"For more than 75 years, there has been in existence in one form or another some agency of the federal government directly concerned with fishery matters. By statutory authority more and more fishery functions have been delegated over the years so that the present agency now exercises a very considerable degree of influence over the fisheries of the nation, whether they be sport or commercial.

"The Bureau of Fisheries and the Bureau of Biological Survey were transfererd to the Department of Interior July 1, 1939. In 1940, the President went one step further and consolidated the Bureau of Fisheries and the Bureau of Biological Survey into one agency, the Fish & Wildlife Service in the Department of Interior. In his message transmitting to Congress the Reorganization Plan which accomplished this change, the President stated:

'Reorganization Plan II transferred the Bureau of Fisheries of the Department of Commerce and the Bureau of Biological Survey of the Department of Agriculture to the Department of the Interior and thus concentrated in one department the two bureaus responsible for the conservation and utilization of the wildlife resources of the Nation. On the basis of experience gained since this transfer, I find it necessary and desirable to consolidate these units into a single bureau to be known as the Fish & Wildlife Service.

'The Bureau of Biological Survey administers Federal laws relating to birds, land mammals, and amphibians whereas the Bureau of Fisheries deals with fishes, marine mammals, and other aquatic animals. The natural areas of operation of these two bureaus frequently coincide, and their activities are interrelated and similar in character. Consolidation will eliminate duplication of work, facilitate coordination of progress and improve service to the public.'



The 114' steel trawler "Michigan", which operates from Boston, Mass., under command of Capt. Rudolph Greene. She was built by Sturgeon Bay Shipbuilding & Dry Dock Co. and is owned by Charlevoix Transit Co. of Sturgeon Bay, Wisc. The vessel is powered by a DMG-8, 12 x 15, 550 hp., 400 rpm. Enterprise Diesel. She is equipped with Wesco Cod-End Protectors.

"The Task Force Report on Natural Resources prepared for the Hoover Commission on Organization of the Executive Branch of the Government recommended: (1) That the Federal functions dealing with fishery resources be consolidated in a Fisheries Service. (2) That the other responsibilities of the Fish & Wildlife Service be placed under a Wildlife Service. (3) That both the Fisheries Service and the Wildlife Service be placed in a Department of Natural Resources.

"The Hoover Commission then submitted to the Congress reports containing its recommendations as to proposals to reorganize the Departments of Commerce and Interior. These reports, approved in toto by eight Commissions, contained the recommendation that all commercial fishery activities of the Department of the Interior be transferred to a Bureau of Commercial Fisheries in the Department of Commerce. Four of the 12 dissented from this recommendation but three of the same four supported in part the recommendations of the Natural Resources task force.

"The commercial fishing industry agrees with all of the recommendations in part but not in whole. It definitely favors the separation of fisheries from wildlife, whether fisheries be transferred to Commerce or whether a new Department of Natural Resources be created.

Present Fisheries Activities Subordinated

"President Roosevelt's statement of the advantages to be gained by the 1940 consolidation are very compelling and if experience since then had shown that advantages had resulted in respect to fisheries, our case would be very weak indeed. In actual practice, however, these advantages simply do not appear. The natural areas of operation seldom coincide. Consolidation cannot reduce duplication of work because there is very little duplication. It does not facilitate coordination of programs which by nature are separate. A wildlife biologist cannot be substituted for a fishery biologist and this has not been attempted. The administrative details of fishery programs are so different than those of wildlife programs that they cannot be handled except by men who have different training and experience.

"These are but a few examples of areas where because of the comparatively close relationship, it was expected the claimed benefits would materialize, but experience has proven it necessary to have fisheries work done by people with fisheries training and wildlife work handled by people with wildlife training.

"Consolidation of fisheries activities with wildlife activities has resulted not in coordination but in subordination. Fisheries are not only subordinated to wildlife by the authorities of the Department of Interior, but fisheries are subordinated to every other single activity in that Department where there is even the slightest contact between the respective interests.

"Now may I call your attention to an important point that is frequently overlooked by our friends in the wildlife field as well as by a good many of our friends connected with recreational fishing interests. This is that the fisheries functions of the Federal Government and the inter-

(Cont. on page 29)

New Fishery Law Suits Reviewed

By Leo T. Parker, Attorney at Law

RECENTLY a reader wrote as follows: "The welfare of the oyster branch of industry is obviously dependent upon a continuous supply of seed oysters. To permit its depletion by removal of the seed to out-of-State waters would not only be unwise, but would be destructive of the industry as well as of the value of the lands of the State dedicated to that purpose. Please answer these questions: Is a State law valid which prohibits shipping seed oysters out of the State? Suppose contracts exist between buyers and sellers of seed oysters, are those contracts rendered void by such a law? Also, can a State pass a valid law which makes oysters on the lands and in waters of the State the property of the State?"

According to a recent higher court decision the answer to these three questions is "yes". For example, in Haughton v. Lankford, 52 S.E. (2d) 111, the testimony showed facts, as follows: The State of Virginia passed a law which prohibits carrying out of the State any seed oysters taken from the natural rocks, beds, or shoals in the waters of the State, unless a permit to do so first has been obtained from the Commissioner of Fisheries.

In order to obtain a permit, the State law provides that "it shall be the duty" of the Commissioner to grant such permit, and designate the tax to be paid of not more than two cents per bushel on each bushel of oysters, whenever after examination by him of the seed areas he shall ascertain that it will not injure or deplete the seed areas to grant such permits. In other words, the Commission can grant permits if it believes that the supply of seed oysters is in excess of demand for seed oysters by planters in the State of Virginia.

The testimony showed that one Haughton is engaged in the business of tonging seed oysters. Haughton made a written contract with a company in New Jersey to supply it with 8,000 bushels of seed oysters to be shipped out of Virginia. Three days before this contract was made the Commission had issued an order to the effect that on information that the supply of seed oysters would be lower during the coming season than in past years no seed oysters could be shipped to purchasers out of the State.

Haughton filed suit and asked the court to compel the Commissioner to issue a permit so that he could fulfill the terms of the valid contract to ship 8,000 bushels of seed oysters to the purchaser in New Jersey. Haughton argued that the order issued by the Commission violated the State's Constitution and the United States Constitution which declare all laws invalid which impair the obligation of contracts. Also, it was contended that the law unlawfully restrains, regulates and interferes with commerce among the several States.

The higher court refused to hold the Commission's order void, saying: "Even if such a sale was made prior to the issuance of the order, or even prior to the enactment of the statute under which the order was made, it is well settled that a contract of this kind must be considered as containing an implied condition that it is subject to the exercise of the State's regulatory police power. Such sovereign power of the Government to protect the general welfare of the people of the State is paramount to any rights which may be acquired by individuals by virtue of any contracts between them."

Right to Plant Oysters

Also, see the case of McCready v. Commonwealth, 27 Grat. 985, 68 Va. 985. In this case, the validity of a State law was challenged which prohibited the planting of oysters in Virginia waters by non-residents of the State. It was argued that the right to plant oysters was one of the privileges and immunities secured to all citizens of the United States by Article IV, section 2, of the Constitution of the United States. The law also was challenged on the ground that it violated the commerce clause.

This court held that these constitutional provisions were not violated by the State law, ruling as follows: "The lands which may be used for this purpose of growing and cultivating oysters, as well as those upon which are her natural oyster beds, which underlie her navigable waters, Virginia claims not only sovereignty over, but also an ownership in the soil. If the State has the ownership in the soil, and the sovereign dominion over it, unquestionably she had the right to prohibit the deposit or planting of oysters upon it, or the use of it for any purpose, by nonresidents or others than citizens of the State."

This decision was reviewed by the Supreme Court of the United States in McCready v. State of Virginia, 94 U.S. 391, 24 L. Ed. 248. In an illuminating opinion by Chief Justice Waite, Virginia's ownership of the waters and underlying land and rocks was sustained.

The legal principle that waters and the soil under them, including oysters growing thereon, are the property of the State since has been reiterated in numerous decisions of the Supreme Court of the United States, the most recent being the "Tidelands Oil Case," United States v. California, 332 U. S. 19, 67 S. Ct. 1658, 91 L. Ed. 1889.

Not Legal Employee

Considerable discussion has arisen from time to time over the legal question: If an employee is working for two employers which employer is liable for payment of compensation or damages if the employee is injured? The answer is: the employer who controls the employee and may discharge him.

For illustration, in Patton Seafood Company v. Glisson, 38 So. (2d) 839, the testimony showed facts, as follows: The Patton Seafood Company maintains a wharf where oystermen unload their catches. On the wharf is a building fully equipped, where the oysters may be removed from the shells and prepared for market. The house is furnished with bins where the oysters are opened, and the whole place is provided with screens, cement floors, etc., to meet requirements of the State Health Department.

On the wharf is a crane for use in unloading boats, and the Patton Seafood Company keeps a man on hand to assist the tongers in discharging their cargoes. A bin is assigned to each gatherer, and as the oysters in a particular bin are opened, washed, and skimmed, credit is given the tonger at the rate of $3.00 per gallon. The oysters of the various tongers are never commingled.

One Glisson was solicited by the manager of the Patton Seafood Company to come to the oyster house and assist in shucking oysters. Because of their perishable nature it was important that the oysters be shucked and readied for shipment without undue delay. Glisson was transported to the oyster house by an employee of the Patton Seafood Company, and when he reached there, the manager admitted him to the house. While he was engaged in this work his eye was so injured by a flying bit of shell or mud that he eventually lost the sight of it.

The question presented the court was: Who is responsible for paying damages or compensation to Glisson for the injury?

The higher court reasoned in this manner: The Patton Seafood Company was principally concerned in the production of oysters for the market in one-gallon units. In order to harvest this seafood and encourage the tongers to bring their catch, it provided all the facilities necessary to unload the cargoes, to shuck, skim, and wash the oysters, so that they could be sold for human consumption under the approval of the Health Department.

In holding that Glisson could not recover damages or compensation from the Patton Seafood Company the higher court said: "We are unable to find testimony that the Patton Seafood Company had the prerogative of discharging shuckers, or that the firm undertook to employ them . . . If any of these shuckers chosen indiscriminately were to demand payment for the amount due to compensate him for his labors, this demand could be enforced only against the tongsman."

Property of State

The higher courts hold that rivers within the ebb and flow of the tide are public rivers or arms of the sea, and the land under these tidewaters, for example, is under the Charter of the State.

(Continued on page 45)

Causes and Cure of Misalignment Troubles

By E. B. Falk

THE importance of alignment in marine drives is too seldom emphasized. As a result, trouble is often encountered that could easily have been avoided had proper installation procedures been followed. Most marine transmission drives are difficult to align accurately and often soon lose their alignment under operating conditions, particularly in wooden hulled boats under eighty feet in length.

Before going any further, it may be well to clarify in our minds what misalignment is. There are basically only two kinds: angular and radial, the latter sometimes referred to as offset or parallel misalignment. Both of these can be present at the same time, and this condition is called combined angular and radial misalignment. The accompanying sketches show both types.

One of the fundamental causes of misalignment is simply poor or careless installation. To understand what sound installation is, let's quickly outline the elements of the average marine power train as used in the type of boat we are considering in this article.

The trend in powering such vessels is to employ a medium or high speed Diesel or gasoline engine. To the engine is attached a marine reverse gear by bolting the unit directly to the engine flywheel housing. Usually this reverse gear also employs reduction gearing to permit a more efficient wheel to be used. A flange coupling on the output shaft of the marine gear is bolted to a mating companion flange on the tail-shaft or intermediate shaft, if one is used. The tail-shaft then passes aft through a stuffing box and stern tube bearing to the propeller or wheel.

The best installations are those in which the engine supplier furnishes the boat owner the engine and reverse gear in a "packaged" assembly. Such an assembly has the engine mounted on lengths of structural channels. These members are fastened to both forward and aft engine support pads, and continue back to form a rigid base upon which the marine reverse gear is supported, usually by means of angle bracket pads. The entire assembly is then bolted to the engine bed frame.

While the "packaged" installation just described is preferable, you frequently find the engine and marine gear assembly attached with lag screws directly to wood blocks or timbers, in turn secured to the hull. If steel plates are placed under the engine lugs to prevent indenting, and members made of a dense wood such as maple are used, a good setup can be obtained. In an installation of this kind, care must be taken to provide clearance under the marine gear support angle brackets so that shims can be inserted under the brackets until correct alignment is attained. It is advisable when doing this to throw a chain around the gear and take a strain on the chain equal approximately to the gear's weight. Doing this will prevent any possibility of the engine flywheel housing deflecting due to the overhung unsupported weight of the gear.

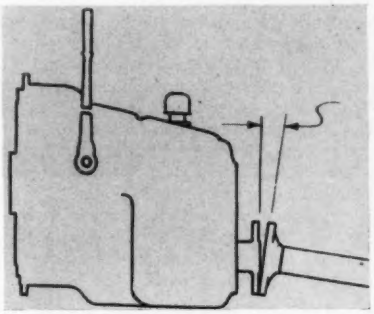


Illustration of marine transmission drive, showing effect of angular misalignment.

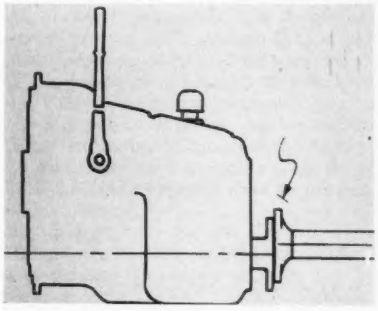


Illustration showing radial misalignment, also referred to as offset or parallel misalignment.

Parallel misalignment of the engine and marine gear with respect to the propeller shaft can be easily detected by laying a straight edge across the gear output shaft flange and the propeller shaft coupling flange. Angular misalignment is best detected by inserting feeler gauge shims radially between the flanges.

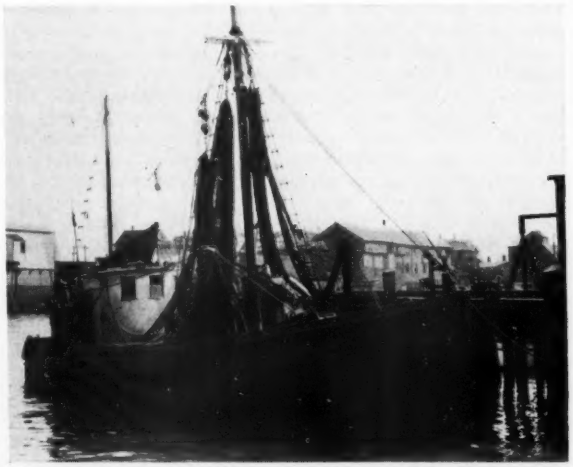
It might be well at this time to emphasize the well-known fact that a boat's lines when high and dry may change approximately when she is afloat. Therefore, the alignment of the power propulsion train should always be checked *after* launching.

Besides observing initial precautions that should be taken to insure good alignment, the problem of compensating for misalignment which results from actual operating conditions must be considered. The writer has noticed in a number of instances that, upon removing the marine gear coupling flange bolts, the propeller shaft will spring out of line—only to hear the boat owner exclaim with apparent amazement "and she was lined up only a few months ago!" There are many reasons why misalignment occurs. Engine vibration with consequent shifting or settling of the engine on its bed is the most obvious.

There are, however, other less apparent conditions that can cause misalignment. In the final analysis, maintenance of each of the power producing and transmitting members with respect to each other and with respect to the stern tube bearing depends upon the rigidity of the boat hull. The rigidity of the hull is essentially the measure of its resistance to flexing and weaving. A boat's rigidity will, of course, vary according to the construction of her hull, but even so-called rigid hulls are apt to distort considerably under normal operating conditions. For example, the hull lines can change appreciably because of variations in the cargo carried and the way it is stowed.

This is particularly true in fishing boats, where the amount of ice and fish carried may vary greatly from day to day. More obvious is the weaving and flexing caused by heavy seas. Listen

(Continued on page 32)



Capt. Vito Favalora's 58' dragger "Falcon" of Gloucester, Mass., is equipped with the new Twin Disc flexible propeller shaft coupling. She is powered by a NHMS-600 Cummins Diesel, rated 175 hp. continuous duty at 1800 rpm. The engine is fitted with Twin Disc MG165, 3:1 reduction gear and Twin Disc front power take-off, and swings a 44 x 28 Columbian propeller on a 2½" Monel shaft.

Predation of Clams and Oysters by Conchs

By Dr. Melbourne R. Carriker*

BAYMEN from many estuaries along the northeastern coast of the United States credit the conchs *(Busycon carica* and *B. canaliculatus)* with severe predation of oysters on native bay bottoms. Thus conchs captured by them in their tonging and dredging operations are thrown up on banks to perish or are destroyed in some other way.

Colton (1908), an early investigator of bivalve predation by conchs, concluded from observations of these snails in marine aquaria that they may not be as serious a pest to the oystermen as previously reported. In view of this variance, it seemed desirable to make further investigations which will ultimately indicate the extent of such predation, particularly on commercial shellfish.

The present report is concerned with a study of conchs in captivity. These studies were begun in the Fall of 1947 and were carried out in the Rutgers University Vivarium in a number of 10-gallon marine aquaria.

Methods of Penetration

Copeland (1918) has shown that the conch responds very quickly to the blood of a fresh oyster. This marked response is observed again in the readiness with which a conch will locate an oyster or even a clam buried in the sand in an aquarium. The snails creep at a relatively fast rate, attracted by the water pumped from the excurrent siphon of the bivalves. Nor are shellfish such as quahaugs, which normally occur buried shallowly in the bottom, safe, since conchs readily dig them out. It is not known whether they can dig up such deeply buried molluscs as adult clams.

Colton observed that conchs will penetrate and consume such shellfish as quahaugs, mussels, oysters, razor clams and soft clams. Magalhaes (1948) found that in North Carolina conchs consumed 8 additional kinds of shellfish. Colton's findings were confirmed in the course of the present observations. It was also noted that they consume such molluscs as the soft clam *(Mya arenaria),* in which portions of the soft parts are unprotected by the valves, by tearing out the flesh bit by bit until the valves are clean.

Such thin-shelled bivalves as the edible mussel *(Mytilus edulis)* are enveloped by the foot of the conch to the extent permitted by the size of the conch foot and of the mussel, leaving the portion of the mussel valves farthest from the hinge exposed and oriented directly under the outer lip of the snail shell. The conch by contracting the columellar muscle (that muscle connecting the foot with the shell at a point within the shell spire) then very slowly and forcibly brings its outer lip to bear between the bills of the mussel. This pressure either forces apart or chips off a portion of the valves. The curvature of this part of the conch shell aids in spreading the mussel valves, and the concavity of the valves leaves a ready entrance for the conch proboscis.

In one experiment 3 conchs were placed in an aquarium with an assorted collection of shellfish. Within 10 minutes each of the conchs had a mussel enclosed in its foot; 4½ hours later the 3 conchs had opened and consumed 7 mussels (0.9-1.2 inches long), 1 clam (0.8 inch), 1 razor clam (2 inches), and 1 quahaug (1.6 inches). Throughout, the conchs showed a decided tendency to prey upon the thinner-shelled molluscs first.

Oysters Readily Attacked

As Colton has pointed out and as confirmed in these observations, the conchs readily attack oysters. A conch creeps onto one valve of an oyster, again, in such a manner as to bring the outer lip of its shell directly over the bills of the oyster. The oyster at first closes its valves tightly, then opens them gradually, inadvertently permitting the conch to thrust its shell between the valves. The curvature of the conch shell when pressed between the oyster valves pries the valves apart; the conch then introduces its proboscis under the protection of its own shell.

Inspection of oysters opened by conchs in many instances reveals very little if any detectable chipping of the bills. If a portion of the oyster valve is broken away, a conch will not attempt to pry the valves open but will introduce the proboscis directly. The ventral surface of the foot of the conch secretes a highly viscous mucus while attached to prey and this may play a part in the great effectiveness of the conch foot in retaining its hold.

A conch once attached to a bivalve is not easily driven off. In these experiments bivalves to which conchs were adhering were moved about, and the conchs themselves were handled, with no effect on the conchs other than to cause them to bring their shells down more closely over the foot. From the point of food conservation, the method of feeding employed by conchs has much in its favor, since in small bivalves the snail foot almost entirely envelops the bivalve so that none of the flesh is lost and potential poachers are kept away. In the case of larger bivalves, although the foot does not entirely envelop the animal, the conch's shell is wedged between the valves thus affording considerable protection against raids by other animals.

Quahaugs Offer Greatest Resistance

Of all shellfish, the quahaug-like bivalves offer the greatest resistance to the predation of conchs, and yet these also are readily opened and consumed. It is in the penetration of the quahaug that the conch displays best its highly specialized mechanical method of opening shellfish. The conch mounts the quahaug and holds it, as Colton expressed it, "in the hollow of its foot", so oriented that the bills of the quahaug lie directly under the outer lip of the conch shell. Then the conch, by very slowly and strongly contracting the columellar muscle, brings the margin of its own shell to bear on the slight depression present between the junction of the two quahaug valves, and presses against the edge of the quahaug valve farthest from it. Such pressure is sufficient to chip a portion of the quahaug valve away.

The conch then slowly relaxes its columellar muscle and draws its shell margin back from the bills of the quahaug. This slow chipping away of the quahaug bills continues until an opening of sufficient size is made to permit the conch to wedge its shell margin between the quahaug valves. Warren (1916) recorded a rate of chipping 6 times per minute. During this chipping attack the conch occasionally ceases its slow hammering to check the extent of damage inflicted: the rim of the anterior portion of the foot, held just under the bill of the valve to which the conch is attached, is brought over the damaged area and numerous tiny lobe-like projections of this rim are passed back and forth over the erroded shell as if in examination.

If the pressure from the conch is severe enough to crack off a large opening, as often happens, or if one or both of the quahaug valves crack from the pressure exerted by the quahaug in an attempt to keep its valves closed, as occasionally happens, the conch makes no attempt to wedge its shell between the valves.

(Continued on page 37)

* Excerpts from a paper by Dr. Carriker, Zoology Department, Rutgers University, and New Jersey Oyster Research Laboratory.

The 55' oyster dredger "Sydney R. Riggin", owned by J. C. Lore & Sons, Solomons, Md., shown unloading oysters at the Lore packing house. The "Riggin" is powered by a Chrysler Crown engine with 3.5:1 reduction gear, and is used for dredging the firm's private beds in the Patuxent River.

Left: Capt. Dick Billings of Stonington, Me., who is using a seaplane in conjunction with his seiner. Right: The first seiner equipped to carry a plane, the "Finestkind", and her owner Capt. Alvin Brewer of Sebasco, Me.

Planes Prove Value in Spotting Fish Schools

Being Used Successfully for Herring and Menhaden

HERRING seiners along the Maine Coast have decided that small seaplanes are the answer to a lot of the headaches that go with the business. Herring are uncertain, gypsy-like creatures and have a habit of wandering aimlessly without a set schedule. Before seaplanes came into the picture, it was customary for a seiner to select a cove or harbor that looked promising and wait for the fish to arrive. This was rather a haphazard method and luck played a major role in determining the amount of money the boat would earn. A few captains who through good judgment or luck or a combination of both got good hauls year after year were said to be able to "smell" the fish.

Now, however, it appears that wings and not nose may be the determining factor in the size of the hauls. With a light, fast seaplane to use as a scout craft, a fisherman can select a harbor in good herring waters and cover many miles of water in a short time. When a school of fish is sighted its location is radioed back to the boat, and while the craft is proceeding toward the fish the plane can cruise around looking for another school.

Those who have used the planes point out that the small models are economical to operate and will cover more miles per gallon of gasoline that a boat. As for the first cost, it is claimed that in most instances it would be less than the price of a good seine.

Capt. Dick Billings of Stonington, Me., who has been in the seining business for 15 years, added a 55 hp. Aronca champion seaplane to his outfit this year and is enthusiastic about the air arm of his outfit. The plane is piloted by Russell Deveroux of Castine, and he and Capt. Billings do the scouting while a boat seines the fish they locate.

"Finestkind" First Seiner to Carry Plane

The 48′ *Finestkind*, first seiner to be equipped to carry an airplane for spotting fish, was placed in commission in December by Capt. Alvin Brewer of Sebasco, Me. She has 2 removable racks, 7″ long, over either side of the cockpit on which pontoons of a small plane can be secured. A special boom on the mast with rope tackle from the winch head is used for lifting the plane on and off the boat.

Designed and built by Newbert & Wallace of Thomaston, the new craft has a beam of 14′ and draft of 4′6″. She is a combination boat, being rigged for dragging and line trawling as well as seining. At present she is trawling out of Portland, but later will engage in scalloping and flounder dragging.

The boat has davits for handling scallop gear and a double drum Hathaway winch, winding 150 fm. of 5/16″ Roebling wire rope for dragging. For trawling, she has a special electric trawl hauler, operated by a ¼ hp. motor running off the batteries.

A fish box in the cockpit accommodates 200 bushels of fish. Fuel capacity is 600 gals. in two tanks and the fresh water tank carries 300 gals. A freezer compartment for galley use, built into the dresser, will handle 400 lbs. of food. There is an oil-burning Shipmate range, and stove pipe, water tank and sink are of stainless steel. Five bunks are provided.

The boat is framed with 1¾″ x 2½″ steam bent oak and planked with 1⅜ native cedar. Power is supplied by a 110 hp., 4-cylinder General Motors Diesel with 2:1 reduction gear, which swings a 34 x 24 Columbian propeller.

The *Finestkind* is equipped with 45 lb. Danforth anchor, 32-volt Exide batteries, Ritchie compass, Jefferson-Travis 25-watt radiotelephone, Bendix Bantam depth recorder and Edson pump.

Air Spotting of Menhaden

Regular air spotting of menhaden was carried out successfully in the Middle Atlantic area during the last season. Joe Gunther of Irvington, Va. was retained for spotting by six menhaden factories at Reedville and Ocran, Va., which operate 18 vessels in the Chesapeake Bay and from Hatteras to Lewes, Del.

While the idea of scouting for menhaden from the air has long been present, it took the technological advances of the Second World War to make the project feasible. For a short time, back in the 1920's, plane scouting was tried with buoys being dropped to mark the location of schools, but this proved unsuccessful. The vital key to success in this season's venture was the radio-telephone.

The consensus is that air spotting pares operating expenses to the minimum and keeps the captains verbally informed of the whereabouts of fish anywhere in Virginia waters or along the coast. The position of the fish is given accurately by reference to navigation markers.

Although Gunther's messages were heard by all of the boats, it was agreed that the nearest and fastest boat would take the fish. But lots of times Gunther found enough for more than one. On one occasion, 14 boats set their nets in one locality off Sand Shoals.

It was possible for Gunther to leave Weems, Va., where his Piper Cub cruiser was based, at 7 A.M., make the complete circuit of Virginia waters and return by 11 A.M. Usually two complete circuits were made each day. Sometimes the double shift covered a 10-hour day in which more than 1,000 air miles were travelled.

It is customary to fly at 1,000′. From that height schools of fish are visible for miles, as contrasted with only a few hundred feet from a crow's nest. Furthermore, fish submerged to a depth of 20′ are perceptible from a plane when absolutely invisible to boats.

From the air, at the altitude customary to the spotter, the schools resemble dark smudges on a green map. They may be any size; often they are too small to warrant the attention of a vessel, which likes to have at least 50,000 for the trouble of setting a net.

Fish other than menhaden also surface in schools, and Gunther claims that he often can determine the species by the colors they show. Croakers, for instance, give off a golden tint.

Gulf States Commission Holds First Meeting

The first administrative meeting of the Gulf States Marine Fisheries Commission was held in Tampa, Fla. last month. Considerable discussion took place on a program of research and exploration studies to be undertaken in the Gulf of Mexico by the U. S. Fish & Wildlife Service.

Dr. H. E. Crowther of the Service pointed out that three plans are available: a long-range program designed to cover all marine life in the Gulf systematically leading to the accumulation of an immense amount of vital data needed for research on Gulf fisheries; a short-term program designed to locate new beds for immediate commercial purposes; or a combination of both, with some time devoted to a long-range program, and the remaining time employed looking for new fisheries and studying urgent problems.

Dr. J. L. Baughman, biologist at the Rockport, Texas marine laboratory, pointed out that snapper, flounder, shark and mackerel are not being produced to the fullest extent in all States, and that development of new gear and techniques could be studied.

Dr. J. Nelson Gowanloch of the Louisiana Department of Wild Life & Fisheries observed that menhaden offer tremendous potentialities in the Gulf. He reported that last year more than one billion pounds of the fish were taken, and that production is just beginning in the Gulf area.

Dr. Gowanloch also asserted that employment of different techniques for crab fishing would greatly increase production of this shellfish, and suggested that development of such techniques be examined. A suggestion that sonic equipment be used to search for schools of fish also was offered.

Dr. F. G. Walton Smith of the University of Miami told members of the Commission that the decline of the sponge industry is a "classical example of overfishing." He revealed that in 1936 the total catch of wool sponges amounted to 450,000 lbs., but had dropped to 200,000 lbs. by 1940. Dr. Smith asserted that this reduction began before the blight hit the area.

Commission members were advised that existing sponge beds should be given a rest and that new grounds should be sought. Smith also suggested the possibility of reseeding old sponge beds that are now practically deserted.

The following were named to head their respective State delegations: Thomas A. Johnston, III, Mobile, Ala.; George Vathis, Tallahassee, Fla.; Ernest S. Clements, New Orleans, La.; Naif Jordan, Biloxi, Miss.; and L. A. Kurtz, Seadrift, Texas. These men, along with Commission Chairman Bert E. Thomas of Alabama, constitute the executive committee. The next Commission meeting will be held in New Orleans.

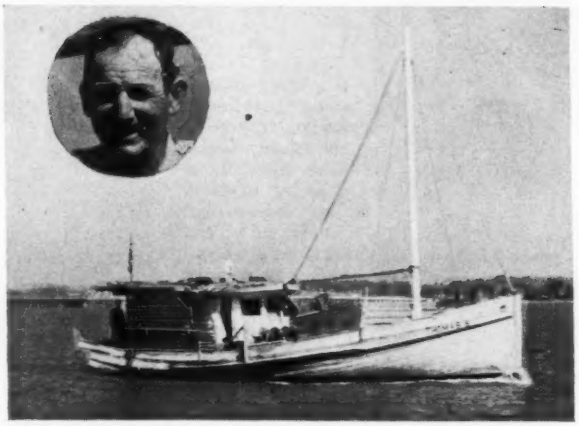
Gov. Fielding L. Wright last month signed into law a measure making Mississippi a member of the Gulf States Marine Fisheries Commission. Appointed as members of the Commission were Louis Simmons, Biloxi seafood union head; Rep. Reece Bickerstaff of Gulfport; and Naif Jordan, president of the Mississippi Seafood Commission.

Removal of Flood Area Oysters Urged

Oyster farmers operating in those coastal areas on the Mississippi Sound most susceptible to fresh flood waters should transplant their oysters to safer grounds as they become large enough to move, according to a report made by Philip A. Butler of the Fish & Wildlife Service. Butler has made an investigation to determine the best means of rehabilitating and maintaining the salt-water oyster beds wiped out by the infiltration of fresh flood waters from the Mississippi River basin.

The report divided the damaged oyster producing area into three sections and made recommendations for the future use of the grounds. In Area I, containing the 10 major oyster producing reefs of the State of Mississippi, and lying in the Mississippi Sound section extending west from Cat Island to a line running due south from the town of Waveland, the situation was not thought serious. The area is sufficiently far removed from the source of fresh water so that, in ordinary flood years, mortalities will be negligible although growth of the oysters may be inhibited for several months.

In Area II, comprised of 100 square miles and including many small natural oyster reefs in the westernmost part of the Mississippi Sound, the reefs are more susceptible to flooding from the Mississippi River and the Pearl River. In Area III, the Lake Mechant section, the replanting of the bottoms already has been accomplished through private enterprise. It was recommended that these grounds be used as an area for fattening oysters in the periods between Spring freshets.



Dorgan Packing Corporation's 52' shrimp and oyster boat "Thomas S." which is skippered by Lewis Garlotte (inset). She operates out of Biloxi, Miss., and her power plant is a D8800 Caterpillar Diesel with Twin Disc reverse gear.

The report urged adoption of a long-range research program to gather precise data on the harmful effects of fresh water on oysters. It is not known if the freshness of the water is the single destructive agent or whether it causes starvation by killing the oysters' food supply. On the other hand, its effect may be a mechanical one in swelling the tissues, which in turn prevents water containing food from circulating in the oyster.

Alabama Oyster Harvest Excellent

So many oysters are being tonged from the waters off Cedar Point in Mobile Bay and Mississippi Sound that Bayou La Batre, Ala. oyster plant operators are having difficulty getting enough shuckers. Workers are being brought in from 15 or more miles away to try to keep up with the upsurge of oyster production.

Two thousand or more barrels of oysters are being landed at Bayou La Batre every day, and approximately 408 shuckers were working to keep up with a backlog of oysters in the middle of January.

Plant foreman R. L. Delacruz of the McPhillips Packing Corp. reports that there are more oysters coming in now than he has seen in the past 10 years.

Walter Patronas, a former tonger who now operates a "pick-up-and-deliver" service from the reefs to the factories, believes that the oysters are growing very rapidly. Some he believes are only 10 months old, for they are coming from areas where tongers brought up more water than oysters last year.

The Conservation Department believes that the good harvest is the result of scientific studies of the past several years as to the best planting areas, the placement of shells in the likely areas, good water conditions, and strict enforcement of the seafood laws by men on the Seafoods Division.

Coffee Island Reef Opened to Oystermen

Alabama oyster tongers were taking the bivalves from a newly-opened reef on the West side of Coffee Island on February 1. The reef was opened to tonging of "raw stock" oysters, but tonging of oysters for sale to canning plants will not be allowed. The newly opened oyster bed was planted by the Conservation Department this past year.

Morgan City-Berwick, La., Shrimp Catch

According to the Fish & Wildlife Service, the Morgan City-Berwick, La. area produced 1,650 barrels of shrimp in December, as compared with 3,700 in December, 1948. During the year 1949, a total of 22,100 barrels were landed, compared with 36,800 barrels in 1948.

During the year 1949, Louisiana produced 91,900 barrels of shrimp for purposes other than canning, compared to 101,400 barrels last year. A total of 101,000 barrels of shrimp for

Florida Shrimping Stepped up By Discovery of New Bed

Discovery of a large shrimp bed some 70 miles northwest of Key West will prove a boon to local fishermen who have been hard hit by high winds during the current fishing season.

According to plans, a fleet of more than 150 shrimp trawlers will be operating from Key West by the end of February. Some of the boats already have arrived and others will come from North Florida and Georgia ports. This will be the first time Key West has ever served as a base for large-scale shrimping activity.

Trawlers which have fished the newly-discovered beds report catches averaging 4,000 lbs. of jumbo shrimp per trip. Present wholesale prices are close to 75c per pound.

E. J. Toomer Co., Thunderbolt, Ga., has leased docking facilities at the A. and B. Fish Co., and contemplates the use of 18 trucks to transport catches of its fleet to the mainland. Officials of the Company who were at Key West arranging for docking facilities said the firm intends to use not less than 50 trawlers.

Other companies have leased docks from Thompson Enterprises and Charles Toppino & Sons to the extent that there was practically no available docking space for lease at Key West the latter part of January. Thompson Enterprises will handle the packing for as many boats as possible.

Kingfishing at Naples

Approximately 32 commercial kingfish vessels are headquartered at Naples, and are making catches of between 125 and 150 lbs. daily per boat. S. Felicione and Son Fish Co. of Tampa has started buying kingfish from the fishermen at Naples.

Kingfish trollers are opposed to the netting of kingfish, a relatively new method. It is their opinion that the netting of these fish will put an end to the Florida kingfish industry. They point out that kingfish are temperamental and that the introduction of nets scatters the schools hopelessly. It also is believed by the trollers that when a strike is made a great number of fish besides those boated are killed and lost.

Removal of One Claw from Crabs

Taking a single claw from a stone crab and putting him back in the water to grow another is a sound conservation measure, according to Supervisor George Vathis of the State Board of Conservation. He reported that the new claw will be a little smaller than the original, but the crab will not be handicapped. However, it would be illegal to take the claw off a female crab.

Sponge Fleet Blessed

Archbishop Michael blessed the Tarpon Springs sponge fleet on January 17 to the accompaniment of Greek songs chanted by members of the Byzantine choir. There are 45 boats in the active sponge fleet.

The City Commission of Tarpon Springs went on record last month as approving the efforts of Florida Senators and Congressmen to obtain $250,000 from the Government for re-development of sponge beds in the Gulf.

canning were reported in Louisiana for 1949, a gain of almost 5,000 barrels over 1948.

New Trawler "St. John" Launched

The shrimp trawler *St. John* was launched at Conrad Industries, Morgan City, La. the latter part of January and is now being rigged at the yard, while three other trawlers are now on the ways. The *St. John* is owned by Felice Golino, has a length of 63′, and will be equipped with a D13000 Caterpillar engine. All of the boats are being planked with Honduras mahogany with ribs of white oak, and decks and keels of long leaf pine.

One of the craft under construction is a 67-footer for Oscar Galjour and Herbert Picou of Corpus Christi, Texas, which will have a D17000 Caterpillar. Another boat being built for Ed Sundin of Corpus Christi, a 63-footer, will have a D13000 Caterpillar unit.

Conrad also is working on a 63′ boat for D. A. Versaggi, who will rig the vessel himself.

"Sailor Bob", a 52′ shrimp trawler owned by Aubin Buquet of Buquet Canning Co., Houma, La., and skippered by Capt. Thaddeus Domangue. Equipment includes 165 hp. General Motors Diesel with 3:1 Twin Disc reduction gear, 38 x 26 Michigan propeller, American rope, Ederer nets, and International paint is used.

Mullet Research

Experiments of the State Conservation Department have proved that West Coast mullet are all the same, no matter where they are caught, from Pensacola to Key West. There is a popular opinion that mullet caught west of St. Marks are of a different type than those hauled in farther South. And another common belief is that the Northwest Coast mullet grow to only 10″ in length, making it necessary for fishermen to use small mesh nets to catch them.

However, the Department found that mullet grow to 11″ before they spawn, which refutes the theory they never exceed 10″. For this reason, the Department says commercial fishermen can use larger mesh nets to take their hauls of mullet. These nets will give the smaller fish a chance to grow up.

Another fact regarding mullet which has been proved by biologists is that mullet do not migrate to any extent, so therefore every locality has as many or as few mullet as they allow to mature and spawn.

New Fishing Rules

Permanent rules for commercial fishing on Lake Okeechobee and the St. Johns River were set up by the State Game and Fresh Water Fish Commission on January 23. The rules were adopted at the Commission's reorganization meeting, at which Cecil M. Webb of Tampa was elected chairman to succeed L. C. Morris of Monticello.

Commercial seining for catfish, shad, herring and some other non-game fish will be allowed on annual permits good until June 30 of each year. The permits will be issued only in the months of December and June.

Fishermen will be given more time on the water than before. They will be permitted to fish from 3 A.M. to 5 P.M. Hoop nets will be allowed for the first time on the St. Johns River, but they still will not be allowed in other areas.

The 50′ St. Augustine, Fla. shrimp trawler "Sea Hawk". She has a capacity of 25 tons, and is equipped with a D13000, 115 hp. Caterpillar Diesel.

The "Bajupa", 50' lobster smack owned by Rackliff & Witham, Rockland, Me., and skippered by Capt. Joe Billings. Powered by a 135 hp. Buda Diesel with 2:1 Twin Disc reduction gear, she has a Columbian propeller and Exide batteries, uses Socony-Vacuum lubricating oil, Columbian rope, and is painted with Pettit paint.

Maine Seeking Federal Support For Tuna Research Project

Arnold Vogl, Eastport tuna canner, and Richard E. Reed, Sea and Shore Fisheries Commissioner, plan to go to Washington soon to seek Federal support for a tuna research project. Vogl, who has been packing Maine tuna for two years, claims that these fish produce a better product than the West Coast variety, and says that his production has been limited only because of a lack of supply.

Although fishermen constantly report mammoth schools of 20 to 100 pound tuna ranging over a wide area between Cape Cod and Nova Scotia and especially along the Maine Coast, no major effort has been made to reap the harvest. Reed and Vogl believe that a lack of equipment and fishing know-how is the reason. They will ask the Fish & Wildlife Service to make the necessary surveys of the fishing grounds and to help develop the best method of taking tuna in large quantities.

Vogl stated that his plant alone could handle 50,000 lbs. a day and predicted that many more factories would swing into action once the fishery was developed. The fish taken from June to October could be stored in freezers and worked on during the closed season on herring canning in the Winter. This would permit many fish packing plants to give year-round employment instead of the six or eight months that they operate at present, and also would be a boon to the fishermen.

Tuna packing is a one hundred million dollar annual industry on the West Coast, where the schools of fish are located at a considerable distance from port, thus making tuna catching an expensive business. On the Atlantic Coast they are practically at the canner's doorstep and would be much easier and less expensive to harvest.

Rockland Has Large Landings

Redfish and groundfish landings at Rockland last year totalled 32,974,000 lbs., with the dragger *Eagle*, Capt. Norman Stinson, taking the highline position with landings of 3,030,000 lbs. The port total is divided between the plants of General Seafoods and Rodney Feyler. Feyler's landings totalled 4,872,000, while the remainder was brought in at the General Seafoods plant.

Runners-up for the top position were the *St. George*, Capt. Clyson Coffin, 2,925,000 lbs.; *Aloha*, Capt. Frank Ross, 2,601,000 lbs.; *Wind*, Capt. James Farrell, 2,096,000 lbs.; and *Flo*, Capt. G. Walter Ross, 1,769,000 lbs.

When divided into classes according to their fish hold capacity, the leaders of the fleet were as follows: Class 1, 200,000 lbs. and over, *Eagle*, Capt. Norman Stinson, 3,030,000 lbs.; Class 2, between 125,000 and 200,000, *Aloha*, Capt. Frank Ross, 2,601,000 lbs.; Class 3, between 95,000 and 125,000, *Helen Mae 2nd*, Capt. George Ross, 1,365,000; Class 4, between 75,000 and 95,000, *Rhode Island*, Capt. William Howell, Jr., 1,238,000; Class 5, between 60,000 and 75,000, *Althea Joyce*, Capt. Donald Joyce, 1,140,000; and Class 6, under 55,000 lbs., *Dorothy & Betty*, Capt. Elmer Gross, 749,000 lbs.

The Ross brothers of Owl's Head, Frank, Walter and George, captaining the *Aloha*, *Flo* and *Helen Mae 2nd*, respectively, landed nearly 6,000,000 lbs.

The port total exceeds by nearly 3,000,000 lbs. the prediction of General Seafoods officials a year ago that production would reach 30,000,000 lbs. in 1949.

"Eugene H." Sold

The 77' dragger *Eugene H.* of Rockland was sold last month by Rhama E. Philbrick to Capt. Henry W. Klimm, Jr. of Woods Hole, Mass., and will operate out of that port. Capt. Klimm also owns the Maine built dragger *Captain Bill*.

The *Eugene H.* was built by Newbert and Wallace, Thomaston, and for 2½ years fished out of Gloucester. Until recently, she had been fishing out of Rockland under Capt. Ronald P. Whiffen, but for the past month had been undergoing overhaul at the General Seafoods Yard. The *Eugene H.* has a capacity of 115,000 lbs. of fish.

Fishermen's Co-op Holds Election

The following men were elected officers of the Boothbay Region Fishermen's Co-operative Association at the January 10 meeting: president, Fred Fossett; vice-president, Clinton Barlow; treasurer, J. Gordon Trask; secretary, Stanley Tupper; directors, Harold Bryer, Ralph Carter, Freeman Hodgdon, Kenneth Holmes, and Frank Stover, Jr.

Two Men Lost in Lobster Boat Sinking

The Coast Guard found a hatch cover with a connecting ventilator from the missing 32' lobster boat *Betty Ann* on January 25, a few hours after finding the body of Robert Ross, one of two fishermen who lost their lives when the boat sank in Casco Bay on the 24th. The body of Ross' fishing companion Jean T. Choquette was found by the Coast Guard weather ship *Coos Bay*.

The hatch cover was found floating near the East Yard of the former New England Shipbuilding Corp., and was identified by several fishermen.

"Sandra & Jean" Towed to Port

The 71' fishing dragger *Sandra & Jean*, abandoned by two South Portland fishermen, was found near Eagle Island, Casco Bay, by the Coast Guard cutter *Yankton* last month and towed to Portland. William Harriman and his brother Walter were taken off their helpless boat by two other fishermen after they had drifted for 20 hours in high seas. Before leaving the craft, they anchored her to a reef in shoal water by two scallop drags.

Lobster Boat Completed

Farnham and Brewer Boat Shop at Boothbay Harbor have recently completed construction of a lobster boat for L. Higgins of Cohasset, Mass. The boat will be powered by a 62 hp. Gray marine engine with 2:1 reduction gear.

"St. Joseph III" Purchased by McLoon

A. C. McLoon Co., Rockland, has bought the 65' *St. Joseph III* from Capt. John Zappia of Portland, and will use her to run lobsters from New Brunswick. The boat is being repowered with a D13000, 120 hp., 1000 rpm. Caterpillar Diesel with 2:1 Snow-Nabstedt reduction gear, furnished by Southworth Machine Co.

Southworth also has supplied the D364 Caterpillar Diesel for the 65' dragger *Althea Joyce*, owned by Capt. Donald L. Joyce of Rockport. The first of its type to be sold in New England, the new engine is rated 215 hp. at 1000 rpm., and swings a 48 x 30 Columbian propeller through a 2:1 Snow-Nabstedt reduction gear. Bristol Yacht Building Co., So. Bristol, is making the installation, following a paint job at Goudy & Stevens yard in East Boothbay.

Two Boats Under Construction

A 46' stop seiner is being built by Bristol Yacht Building Co. for Henry Jones, of South Bristol. The boat will be powered with a Model 6DT468 Buda Diesel, with 2:1 reduction, rated 75 hp. at 1600 rpm.

Morse Boatbuilding Co., Thomaston, is building a 30' lobster boat for W. C. Bryant, Jr., of Belfast, which will be equipped with a 64 hp. direct drive Lathrop engine.

Great Lakes Fishermen Making Good Mixed Fish Catches

In the Great Lakes region, particularly in the northern area, many of the commercial fishing tugs have tied up for the Winter. However, good catches of mixed fish were being made early in February by a few large operators who still had fish tugs attending nets, and by the ice fishermen.

Lifts of lake trout and whitefish from all Lake Superior waters have been within expectations for this time of year. Herring netting through the ice in the bays of the western region of the Lake has been good, as has fishing in general.

Most of the commercial operators on Green Bay are now netting through the ice of Little and Big Bay de Noc and other enclosed bays where ice has thickened. The netters are taking mixed species of fish, and catches have been good.

In Lake Michigan waters, except for the southern area of the Lake, few fishing craft have been operating in open water. In the southern region, however, operators were making regular trips to nets. Mixed fish production from Lake Michigan during early February was fairly good.

In the waters of Lake Huron, fishing has been fair except for lake trout, which have all but disappeared. Most of the open water fishing craft, however, have tied up for the Winter. Ice fishing on Saginaw was nearing its peak early in February.

Lake Erie fishermen report good catches of mixed fish, with blue pickerel and whitefish topping other varieties.

In Lake Ontario, commercial fishermen were getting fairly good takes of mixed fish early in February, with pickerel, whitefish and ciscoes leading other varieties.

Mich. Producers Adopt Several Resolutions

Several resolutions were adopted at the annual Mid-Winter convention of the Michigan Fish Producers Association, held recently at Traverse City, Mich., including one to have more advanced notice of attempts to break up the ice in the Bay de Noc area of Green Bay. The resolution urged the ice be broken up not more than 48 hours before the first ship enters the passage each Spring. This would provide the fishermen with more time on the ice. Delegates also urged that the U. S. Coast Guard station at Escanaba, Mich., install more modern equipment.

Other resolutions of the Escanaba delegates proposed that: all pound nets of minimum 4½" mesh and upwards be limited to a depth of 50' in Little Bay de Noc, from a point beginning at the mouth of Ford River, thence South to Ford River buoy, thence to Minneapolis Shoal, and then North and Easterly to Peninsula Point; that the State make certain changes in the law governing the licensing of commercial fishing boats, and in particular that license applicants must have legal residence within a 60-mile area of the port from which the licensed boat will operate.

A resolution asking the Fish & Wildlife Service to locate a proposed new fish hatchery at the headwaters of Little Bay de Noc also was adopted.

Governor G. Mennen Williams attended the convention, and promised that he would present the problem of Michigan's commercial fishing industry to the next special session of the Legislature. Gov. Williams was particularly concerned with the lamprey menace.

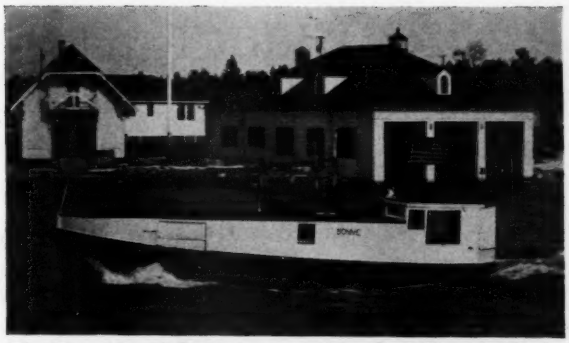
Rep. Charles Potter, Cheboygan, Mich., assured delegates that he would support an all-out hatchery program on the Great Lakes to invigorate commercial production comparable to what salmon hatcheries have done on the West Coast.

To Build Lamprey Control Dam

A dam-building project designed to further test the possibility of controlling the upstream movement of spawning sea lampreys in streams tributary to the Great Lakes soon will be begun on the Black River, East of Naubinway, Mich.

Vernon Applegate and Horace Clark of the Fisheries Institute, Michigan Department of Conservation, hope to complete the structure in time for service during the Spring lamprey spawning run. The dam will constitute a barrier to the spawning run of the lampreys, but it will permit passage of game and food fishes.

The Fish & Wildlife Service, in an attempt to save the lake trout of Lake Superior, is giving the Lake preference in the newly invoked program to find a means to control sea lampreys and enlarge the Great Lakes fisheries. In Lake Huron, the commercial trout population has decreased to practically nothing, and it appears that Lake Michigan may be in the same class before long.



The "Bonnie", 37' fishing tug owned by Mrs. Alice M. Wiggins of Chicago, Ill. Powered by a 110 hp. Chrysler Crown gasoline engine with 2:1 reduction gear and 21 x 14 Michigan propeller, the craft has a speed of 10 mph. She has 12-volt Willard batteries, and uses Socony-Vacuum lubricating oil.

Steel Fishing Tugs Under Construction

The T. D. Vinette Co., Escanaba, Mich., recently began the building of all-steel welded hulls for commercial fishing tugs. Orders already have been received for four units.

Construction has started on two hulls under the patented Ditchburn System, developed by Herbert Ditchburn. The Vinette Co. has the Ditchburn franchise for all Michigan-licensed fishing boats.

Vessels under construction include a 28' trapnet boat and a 30' gillnetter, which will have wooden cabins. Another order is for a 30' gillnet boat, designed by Walter Haertel, marine architect of Sturgeon Bay, Wis. About three weeks is required to complete a hull.

Law Controls Use of Nylon Nets

The Pennsylvania Fish Commission recently enacted a regulatory measure to control use of nylon fish nets in its jurisdictional waters of Lake Erie. The regulation prohibits the use of small-mesh nylon netting in waters of Lake Erie under the control of the State of Pennsylvania. It is also unlawful for anyone engaged in commercial fishing in Pennsylvania to have in the waters of Lake Erie more than 12 boxes (6 nets to a box) of big-mesh nylon netting per boat at any one time. It is further required that the 12 boxes be lifted every day, except when breakdown or severe weather prohibits craft from carrying on their daily assignments.

Seeks Aid for Fishermen at Barcelona

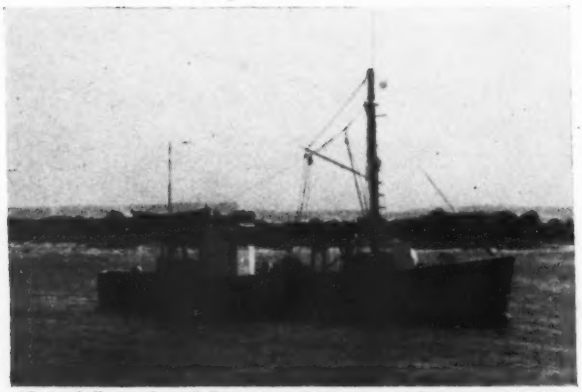
Rep. Daniel A. Reed has asked for $776,000 to correct failing maintenance of Barcelona Harbor, N. Y., and restore the fishing industry to its former pre-eminence there. Corrective work in the harbor was authorized in 1945, but the quest for money could not be started until Westfield, N. Y., had approved a bond issue for $7,500 as its part of the bargain.

Tugs Leave to Avoid Ice

The Winter exit of fishing tugs from Erie, Pa. harbor got underway recently with the departure of the *Peggy Ann*, captained by Joe Smiley of the Smiley Fish Co., and the *Charles R.*, captained my Charles Haskins of Ashtabula, Ohio. The boats tie up in Ohio ports to avoid late March ice that clogs Erie harbor.

New Cummins Service Representative

Jack Mitchell, service manager for the Hibbing, Minn., branch of Cummins Diesel Sales Corp. of St. Paul, has been promoted to service representative of the Cummins Engine Co., Inc., Columbus, Ind., for the Great Lakes region. The Great Lakes Regional Office, where Mitchell will make his headquarters, is located at 805 Fidelity Bldg., Cleveland, O.



The 50'6" x 13' x 6'6" dragger "Dorothy & Edith", owned by Capt. Edwin L. Sherrill, Jr., of East Hampton, N. Y. She has a D-80 Lathrop Diesel with 32 x 15 Columbian wheel, Twin Disc hauling clutch, Maxim silencer, Hathaway winch, Edson pump and steering gear, Kaar direction finder, and uses Surrette batteries, Ederer nets and Esso fuel oil. The vessel fishes out of Montauk.

Connecticut Considers Public Fish Pier at Stonington

In an effort to recapture that part of its fishing industry which has migrated to ports in nearby States, Gov. Chester Bowles on January 28 appointed a seven-member commission to examine the feasibility of a public fish pier at Stonington, similar to those in other ports, such as New Bedford.

The commission was assigned also to study fishing conditions in Connecticut waters and to investigate why Connecticut has been losing some of its fishing industry to out-of-State ports.

Temporary chairman of the commission is Thomas Dunn of Groton. Other members are: Dr. E. F. Thompson, curator of the Bingham Oceanographic Laboratory at Yale; Dr. Edmund A. Perregaux, head of the Department of Agricultural Economics at the University of Connecticut, and a marketing expert; Gilbert Burke, New London; and Alfred Bingham, Charles Monsam, and Dennis Cidale of Stonington.

"Stormy Weather" Total Loss

The 75' fishing dragger *Stormy Weather*, owned and skippered by Remy Fauquet of Mystic, was pounded to pieces recently at Quonochontaug after she had run aground in foggy weather when returning to her home port of Stonington, following a one-day fishing trip. Her crew of four waded ashore through icy waters and notified the Coast Guard Station.

All the dragger's salvageable equipment has been removed, and the battered hull is to be set afire to prevent it from drifting out to sea and becoming a menace to navigation.

Milford Laboratory Active

Dr. V. L. Loosanoff, director of the Fish & Wildlife Service biological laboratory at Milford, Conn. and his staff have, through various devices, such as running warm sea water in Winter, converted the laboratory to function independently of the seasons.

The majority of the European oysters from Holland, which reached the laboratory in October, are in good condition. Before shipment they were examined individually and disinfected to prevent introduction to our waters of the spores of shell disease or other parasites. The oysters were of three age-classes, the oldest being those which set in 1947.

Small numbers of the bivalves were planted in several bays and harbors of Maine to determine whether they will survive the Maine Winter. If they do, observations will be made next Spring and Summer to determine whether they will develop gonads and spawn in Maine waters. Other oysters left at Milford will be checked also for survival during the Winter.

Oyster Boats Overhauled, Repowered

The 70' oyster dredger *George F. Carman*, owned by George K. Hawkins Seafood Co. of New Haven has been overhauled and had her stern rebuilt at West Haven Shipyard, West Haven. Commanded by Capt. Geo. Hawkins, the vessel recently was repowered by the yard with a 110 hp. General Motors Diesel.

The Shipyard has completed installation of a 165 hp. General Motors Diesel in the 82' oyster freighter *Jane*, owned by Capt. Edgar Post of West Haven.

Stonington Landings for 1949

Fish landings at Stonington, Connecticut's major commercial fishing port, totalled 14,906,475 lbs. for 1949. Fish which went to the animal food industry or rendering plants amounted to 4,901,000 lbs., about 29 per cent of the entire catch.

Major species landed here during the year was sea herring with a total catch of 2,486,450 lbs. Blackback flounders totalled 2,346,600 lbs. Yellowtail flounders, around which the 50-boat Stonington fleet was built, fell off sharply to 399,450 lbs.

LONG ISLAND

Inlet Changes May Affect Oysters

Joseph B. Glancy, laboratory manager for the Bluepoints Company, was guest speaker at a recent meeting of the Lions Club of Bayport. He spoke on the topic "What is Wrong with Great South Bay?", a most interesting discussion of the reason for the virtual disappearance of the Bay as a factor in the oyster market.

Because of the failure of the local oysters to fatten satisfactorily, the Bluepoints Company has transferred most of its oyster business to Greenport, and the West Sayville plant now is concentrating on surf clams or "skimmers" taken from the ocean.

Mr. Glancy asserted that some small forms of algae, microscopic plants which appear in the Bay in tremendous numbers during the Summer, are responsible for the oyster troubles. These algae are so numerous, up to 200 per drop, that they actually plug up the passages through which the oyster strains the water to extract its food. Various theories have been advanced to account for the growth of these algae, but Mr. Glancy is inclined to blame it on the decreased salinity of the Bay resulting from the gradual closing of Moriches Inlet and the narrowing of Fire Island Inlet.

The State Conservation Department and scientists from Woods Hole, Mass., and elsewhere are studying the problem.

Dragging for Mackerel

During the past month several Long Island draggers have landed good mackerel trips. Catches as high as 5,000 lbs. for a single day's fishing have been reported.

Few mackerel are being gilled in fykes set in Moriches Bay. Flounders are scarce. Catches up to 500 cod are reported from codfish trawl fishermen out of Shinnecock.

Scrap Fish

Although the scrap fish industry is in its infancy there are rumblings in the distance from the opposition. The complaint registered against the producer is that too many under-sized food fish, principally butterfish and porgies, are being caught and sold as scrap fish.

This, however, is not the case with those catching scrap on Long Island. Investigation failed to disclose any small food fish in the scrap fish loads.

Most of the complaints are heard, not on Long Island but along the New England Coast, where scrap fishing is carried on more extensively.

The fishermen in this area realize that conservation measures are necessary; that it is unlawful to offer for sale butterfish less than 6 inches and porgies less than 7 inches in length. Nevertheless, scrap fish that have heretofore been thrown back can now be sold to supplement the regular catch of food fish.

Montauk to Get New Fishing Set-Up

A new fishing set-up will be created at Montauk Point this Spring by Goble Aircraft Specialties, Inc., of Mineola, purchaser

New Bedford Trash Fish Catch Shows Big Gain

New Bedford fish landings showed a substantial increase in tonnage last year, totalling 105,000,000 lbs. compared to 77,000,000 lbs. in 1948. Due to the big increase in low-priced trash fish, the value of the port's catch decreased from $11,700,000 to $9,600,000.

Trash fish production of 42,000,000 lbs. was 10 times as large as that of the previous year and accounted for 40 percent of the total catch.

Scallop production increased from 10,081,000 to 11,705,000 lbs., while haddock held about the same at 5,000,000 lbs. The 1949 cod catch dropped 2 million, yellowtails were off 6 million and mackerel and blackbacks decreased 1 million pounds compared to the 1948 totals.

A comparison of January landings with those of the previous year indicate a 20% reduction in production of edible fish. However, total landings of 5,453,200 lbs. showed an increase of over 1,650,000 lbs., and were attributed to heavy catches of trash fish.

The decrease in edible fish was reflected in all species except large haddock and blackback flounders. The caplog value of scallops showed an increase per pound of approximately 2c.

Seek Opinion on Colored Scallops

A move is under way to procure a State Health Department ruling on discolored scallops. Fishermen, boat owners and a dealer at New Bedford all have requested tests to determine whether the discolored scallops are in any way inferior to the white.

On behalf of the boat owners, Edmund O'Neil, business agent of the Seafood Producers Association, also has requested similar tests by the U. S. Food and Drug Administration.

The general belief is that the difference is in color only and that the nutritive value is not affected.

Bill Proposes State Fish Promotion

State sponsorship of a public relations program costing an estimated $50,000 was proposed January 25 in a bill to promote nationwide development of sales of Massachusetts seafood products. The legislation, introduced by Rep. Edmund Dinis of New Bedford, provides for State participation in a promotional campaign dependent upon contributions by private seafood industries. The bill was unanimously favored at a hearing before the Legislative Committee on Conservation.

Fishery Forum Featured on Radio

A radio forum entitled "Future of the New Bedford Fishing Industry", sponsored by the Junior Chamber of Commerce, was presented over station WNBH on Jan. 30. Speakers taking part were Dr. Wm. F. Royce, Fish & Wildlife Service; Edmund O'Neil, Seafood Producers Assn.; Leo L. Barrett, Atlantic Fishermen's Union; and Eli Beck, Homers Wharf Fish Co.

"William H. Killigrew" Refloated

The 72′ scalloper, *William H. Killigrew*, with its crew of 11 men aboard, was refloated January 26 by a tug, approximately 11 hours after she had run aground off Fort Rodman in a heavy fog which blanketed the Acushnet River and outer harbor. The *Killigrew*, skippered by Knute Hoaksen, was returning from a week's fishing trip when she went off her course.

Capt. John Murley's dragger "Newfoundland" on the new 500-ton railway at Beaconside Boat Company, Fairhaven, Mass.

New Beaconside Railway in Operation

Beaconside Boat Co. of Fairhaven, Mass. recently placed in service its newly constructed 500-ton marine railway, which is capable of hauling fishing boats up to 130′ in length. The first vessel to be hauled was Capt. John Murley's *Newfoundland*, which had her sheathing renewed and received a general Winter overhaul. Since then several other large draggers in the New Bedford fleet have been up on the new railway, including Capt. Mike Smith's *Noreen*, Capt. Murley's *Fleetwing*, and John J. Barron's *Pauline H.*

The yard, which occupies the former Casey Boatbuilding property, just finished an extensive recalking and refastening job on the *Four Sisters*, owned by Abram Reservitz and skippered by Capt. Kenneth Dyer.

In addition to the new railway, which is said to be the largest in the New Bedford area, there are two other ways available for fishermen at the Beaconside yard. A new dock with 20-ton lifting boom has been built, and complete wood-working equipment is available. The yard has full facilities for overhauling both wood and steel craft, as well as for making mechanical repairs and replacements. A well-stocked ship chandlery is maintained for providing supplies and maintenance parts for boats repaired at the yard.

With a crew of 26 men, Frank M. Laurence, president of the Beaconside yard, is emphasizing quick service and anticipates hauling fishing boats from other New England ports.

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of the former Navy Torpedo Testing Station with its extensive docks, warehouses and barracks.

To be known as Fishangri-La there will be docking space for 100 party and charter fishing boats, a seafood restaurant, an automotive gas station, tackle shop, bait shop, a recreation hall with cocktail lounge and grill, hotel and private cottage accommodations for more than 300.

Guest Stars at Fishery Council Shows

In addition to Louie Morino, of culinary fame, guest stars featured in Fishery Council television shows lately included Frank W. Wilkisson, President of the Council, John Plock, Royal Toner, NYC Markets Commissioner Anthony Masciarelli, NYC Consumers' Service head Mrs. Frances Foley Gannon, Milo Miloradovich who is the authoress of "The Art of Fish Cookery", Mrs. Sal Pisacano, Mr. and Mrs. Irving Farber of Continental Seafoods Company, and others.

Cape Cod Fishing Restrictions Receive Senate Approval

Two bills prohibiting certain types of fishing in Cape Cod areas were approved January 26 by the Senate. One of the measures would ban the use of otter trawls for fishing in Round Cove, Harwich; Ryder's Cove, Chatham; and Quonset Pond, Orleans. According to Harwich shellfish warden Roger Munsey, the ban on otter trawling would protect the area where flounders spawn.

The second bill prohibits the use of purse seines in an area of Provincetown Harbor starting at Long Point Light and running easterly for a nautical mile and then northerly to the Provincetown-Truro shore line. This measure was introduced for the purpose of safeguarding the 18 fishing traps located in the area. In past years, particularly when the mackerel run was heavy, Provincetown trap men felt their traps were endangered by operations of the mackerel seiners.

New Jersey Fishermen Enjoying Excellent Winter Season

Mild and moderate Winter weather is aiding commercial fishermen on the Jersey Cape to rack up their second straight record-breaking Winter season of seafood production. And to lend an unprecedented note to the January picture, shad have been running in Delaware Bay. Never before in all the annals of the Jersey Cape have shad appeared in January. Not merely a token invasion, the shad influx has reached full scale proportions.

In addition, the weather has aided the ever expanding fleet of boats operating for the Wildwood-by-the-Sea clam cannery to maintain daily operations.

Under normal Winter weather conditions, the Christmas holiday season generally ends all pound net fishing. However, over half of the pound nets in the New Jersey area were still in operation on January 15, and there had been only a small amount of storm damage.

Good catches of mackerel, butterfish, whiting, and herring have been made. Mackerel and butterfish prices have been good, and whiting prices have remained fairly steady. The early landings of herring were purchased by the various State conservation organizations to be used as fish hatchery food.

During January, New Jersey pot fishermen were repairing and building pots for their seasonal operations. Some of the fishermen are using nylon to make the funnels for their fish pots.

New funnels made of manila and some types of cotton cord usually have to be replaced every season. However, funnels made of nylon have not needed replacement. Despite the fact that the nylon cord is more expensive, it is believed that a majority of the operators of pots in New Jersey will be using it before the end of another season. Those who used nylon the past season reported good results.

Although many revisions have been made in the original lath pot, most of the fishermen in the New Jersey area continue to build and operate quite successfully the common wooden trap with either wood or mesh funnels.

Striped Bass Bill

Jersey Cape commercial fishermen at Wildwood-by-the-Sea, Cape May and Wildwood Crest are attempting to have State restrictions on striped bass netting eased. Now underway is an attempt to permit shad fishermen to retain striped bass taken in their nets.

Sponsor of the proposal is Capt. David Hart of Cape May, long-time commercial fishing skipper who is a member of the New Jersey Fish & Game Council. Hart contends that stripers taken in shad nets are dead when hauled in.

Frank J. Valgenti, Jr., chairman of the Council, says that the bill's passage would be the first wedge toward the netting of striped bass in general

Oyster Harvest Good

State shellfish protector Winfield Haines of Linwood reports a good oyster harvest this year. Haines, one of nine protectors appointed by the State to control the exploitation of beds on the Eastern seaboard, points out that the first few days of the season the boats average 55 to 75 bushels per day on the natural beds. However, as the season progresses, the catch decreases to the point where a boat may take in only 5 to 7 bushels per day.

Natural oyster beds are found in the Mullica and Tuckahoe Rivers in Southern New Jersey. A fleet of 142 oyster boats operates in those two Rivers alone.

Privately owned planted beds are located in Great Bay and Egg Harbor River. These beds are worked with dredges, whereas only tongs are allowed on the natural beds. The planted beds are seeded throughout the season and therefore the harvest remains steady.

Gets Depth Recorder, Batteries

The dragger *Sonya*, owned by Capt. Donald McClelland of Point Pleasant, has been furnished with a new Bendix DR-7 depth recorder and HH-25 Surrette 32-volt batteries. McClelland's *Petrel* of Atlantic City, also has been supplied with new Surrette batteries. The equipment was sold by Charles W. Rogers of Manasquan.

Capt. Richard Baird's 48′ commercial and charter fishing boat "Mohawk", of Rehoboth Beach, Del. Her equipment includes a Columbian propeller, and she uses Gulf lubricating oil and Pflueger hooks.

North Carolina Has Best Year In History for Menhaden

Capt. John Nelson, State Commercial Fisheries Commissioner, presented his report on commercial fishing activities in North Carolina for the past six months to the Board of Conservation and Development on January 24. Capt. Nelson revealed that although the calendar year of 1949 was the best in the history of the menhaden industry, production was lower during the last six months of the year than in the same period of 1948 due to unfavorable weather. Menhaden were late in appearing in North Carolina waters, and when they did show up, it was too stormy to take them.

There were 6,623,100 lbs. of shrimp produced as against 6,509,100 lbs. the same six months of last year. The oyster take amounted to 64,405 tubs, and showed a gain of 9,200 tubs over the same period of 1948. The yield of hard crabs was better this year than for the same period last year, totalling 1,531,100 lbs., as against 1,287,800 lbs.

The Commissioner cited unfavorable weather as the cause for mullet and spot hauls being less.

The oyster shells planted last Spring have had a good set, and some of them have oysters on them that will pass the 3" cull law. Ten thousand bushels of seed oysters were planted.

Capt. Nelson stated that the newly-purchased 110′ submarine chaser will be ready for use the first of April.

Experimenting with Pacific Seine

Joseph Jett, Jr., of Reedville, Va., skipper of the *Air Hawk*, a 110′ ex-subchaser, has been working in Carteret County waters recently attempting to prove that the Pacific type seine can be used profitably on the East Coast to take menhaden. With this type of seine, a skiff is used instead of purse boats and all pursing is done from the large boat.

Advantages of this system are said to be that fishing can proceed in rougher weather than possible at present, a smaller crew is required, work is possible farther offshore and more fish can be taken in one haul.

Assisting Capt. Jett in his work with the Pacific seine are Norman Haglund and Norman Knutson, who were with the Fish & Wildlife Service exploratory fishing vessel *Oregon* in cruises off Alaska, Hawaii and the West Coast. Capt. Jett has two other menhaden boats, the *Joseph H. Davis* and the *Seminole*, now fishing for R. W. Taylor, Morehead City.

The *Air Hawk* has been equipped with new Hudson American Master Mariner radiotelephone and Radiomarine AR8711 direction finder, supplied by Electronic Engineering Co., Norfolk, Va.

New Licensing System

A new licensing system for the fishing industry has been worked out by State Fisheries Commissioner John A. Nelson and C. D. Kirkpatrick of the Division of Commerce and Industry. It is designed to make it simpler for inspecting authorities to determine whether boats or nets have been properly licensed.

The new system provides that fish and shrimp packers and shippers must display license cards in their places of business;

gill nets must be tagged near the end of their cork line; pound nets must be tagged at the offshore end; fike nets must be tagged near the mouth; seine, drag and haul nets must be tagged at each 100 yards; and shrimp boats, menhaden boats and power boats pulling haul seines must be tagged at each side.

Reports on Work Aboard "Albatross III"

At a meeting of scientists and commercial fishermen held last month in Morehead City, Ray Buller of the Fish & Wildlife Service made a report on activities of the fisheries research vessel *Albatross III*.

He revealed that large schools of fish have been discovered either on the bottom or in mid-water, congregated within a few miles off the North Carolina coast, principally in the Onslow Bay section. The shrimper *Penny*, owned and operated by Capt. Merrit Moore of Southport, is now working in close conjunction with the *Albatross*.

Mr. Buller said that thirty-nine tows were made between Frying Pan Lightship and Cape Hatteras in water 50 to 110 fathoms deep. The net was torn up three times.

He pointed out that this was significant in that it indicated much more trawlable bottom in the deeper waters than had been suspected by the fishermen of North Carolina.

Mr. Buller informed the group that daily at 2 o'clock the *Albatross* will broadcast to the fishermen her location, the type of bottom worked in and the findings. She will remain on the air for reception for a few minutes in case any of the fishing boats want to call back for confirmation or for further information.

Texas Oyster Production Shows Improvement

Oyster production in Texas recovered somewhat during 1949, 11,323 bbls. having been taken, as compared with 1,194 bbls. in 1948. This increase was due, in a large part, to a resumption of oyster dredging in the Palacios-Port Lavaca area. That section produced 7,182 bbls. of the 1949 total. The quality of the oysters was described as "excellent".

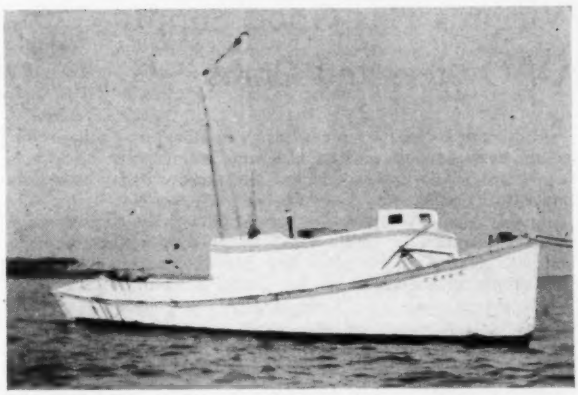
Production of menhaden in Texas has increased very rapidly despite the ban on the use of purse seines imposed by the Texas Legislature. Landings in the Galveston-Sabine area during 1949 were 45,229,000 lbs.

Production of hardshell crabs dropped from 11,000 lbs. in 1948 to 440 lbs. in 1949. This drop was said to have been caused by lack of demand, for crabs are plentiful in Texas waters.

Fish production for 1949 was 1,107,000 lbs., or a drop of 30,000 lbs. from the 1948 total. Landings for December totaled 103,000 lbs., which was 22,000 lbs. under the same month in 1948.

This decline in fish production is believed to have been caused by the severe freezes during January, 1948 and the same month in 1949 when millions of fish perished along the Texas Coast.

The "Buccaneer", 48' x 12' x 5' shrimper owned and skippered by Capt. Paul Schilder of Aransas Pass, Texas. She is equipped with a 143 hp. Chrysler Royal engine with 3.17:1 reduction gear and 30 x 20 Michigan wheel which turns on a Tobin bronze shaft. Willard batteries, Columbian rope and Ederer nets are used.



The 39' shrimp and crab boat "Travis" owned by Stacy C. Willis, Williston, N. C. She is equipped with Willard batteries, Hyde propeller, and Gold Medal nets made by Linen Thread Co.

According to the Texas Game, Fish & Oyster Commission, a pronounced decrease in all fish has been noted with the exception of flounder, drum, mullet and croaker.

December landings of shrimp at Texas Gulf ports totaled 5,519 bbls., an increase of 1,793 bbls. over the December, 1948 period. The Brownsville-Port Isabel area led other ports with 4,065 bbls.

The past year's production also was highest in this area, with 52,238 bbls. The Galveston-Freeport section was second with 25,562 bbls. and the Rockport-Aransas Pass area was third with 20,273 bbls. The unusually high landings at Port Isabel were augmented by shrimp from Mexican waters.

During January the catch consisted principally of "red" shrimp taken at night in deep water many miles off shore.

Channel Dredging Nearly Completed

Dredging of the Aransas Pass channel to Port Aransas is nearing completion. The new channel will be 16' deep and 100' wide on the bottom. Previously, the larger trawlers entering the channel were able to make the trip to the Aransas Pass docks only at high tide.

Changes in Packing Plants

The Wicker Fish and Poultry Co. has closed the Bay Fish Co. at Aransas Pass, and is handling most of their seafood business at the Lone Star Fish & Oyster Co., their plant in Corpus Christi. Extensive improvements to this plant have just been completed, affording excellent facilities for the wholesaling, retailing, and freezing of all kinds of marine products.

The Pearl Fisheries at Aransas Pass will move into the location recently vacated by the Bay Fish Co., while the C. & C. Co., owners of the property vacated by the Pearl Fisheries, will reoccupy their premises. Bobbit Collins, owner of this Company, will be joined by his brother, Ben Collins, in a new fishing enterprise for that area.

The Aransas Pass Seafoods Co. is building a new processing plant on property adjacent to the T & T plant on the Aransas Pass waterfront. Ernest Falgout, owner of the Aransas Pass Seafoods Co., will not renew his lease on the Gulf Stream processing and freezing plant on Conn Brown Harbor this year.

Fla. Shrimpers Operating Off Brownsville

The Mayport, Fla. shrimping fleet of H. C. Singleton is fishing off Brownsville, Texas, and reported good catches last month. The four Singleton shrimpers, the *Markie Singleton*, Capt. Red Rittenhouse; *Charles Singleton*, Capt. Walter Floyd; *Penny Singleton*, Capt. Clarence Greenlaw; and the *Sportsman*, Capt. A. S. Millington; will return to their home port to begin Summer operations about June 15.

The *Charles Singleton* holds the record for the biggest catch of large shrimp ever taken on a single trip, having landed 6,700 lbs. of headless large shrimp after one cruise. The *Penny Singleton* holds the record for red snapper taken. She caught 10,000 lbs. in one trip.

Other Florida shrimpers now operating off Texas include the *Hard Times*, *Tommy Jr.*, *Miss Rita* and the *Helena Florence II*, all of Jacksonville.

Virginia Has Good Supply Of Oysters and Crabs

Oysters and crabs are plentiful enough in Virginia, according to the annual report of State Fisheries Commissioner Charles M. Lankford, Jr. of Franktown, but the supply of fish varies too much to be satisfactory.

The demand for oysters has been good and the supply has remained adequate in Virginia. Virginia's dual system of oyster culture, that of public rocks and private planting, has helped the supply considerably. As of June 30, 1949 the acreage of leased oyster grounds in Virginia exceeded 100,000.

The shell planting has been done according to the recommendations of the Virginia Fisheries Laboratory, with the James River seed beds, said to be the most valuable in the United States, being given special attention.

As for crabs, the supply is such that the Chesapeake Bay Crab Study Committee has advised that no further conservation measures are necessary now.

Joint Control Bill Introduced

Delegate W. Tayloe Murphy of Richmond County introduced a bill into the House last month to establish a joint Maryland-Virginia control authority for the Chesapeake Bay and its tidal tributaries. Murphy was a leading Virginia member of the bi-State study commission that two years ago proposed a joint control system as the answer to mutual problems of fishery conservation and development. Legislation providing for joint control already has been approved by Maryland, but requires enactment by both Assemblies to become effective.

New Dragger at Hampton

A new 50′ dragger recently built by T. O. Carmine of Poquoson for Elwood Dryden and Joseph Evans of Odd, Va. is packing fish at Hampton. She is powered by a 165 hp. Gray Diesel, and is equipped with Surrette 8HR-19, 32-volt lighting batteries and Surrette 12 X H-25, 12-volt starting batteries, sold by Norfolk Marine Co.

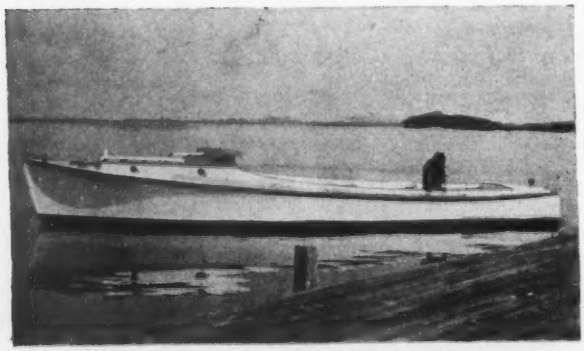
Provides License for Oystermen

A bill introduced in the Virginia Legislature on January 23 by Delegate Crockett of York would place a license on oystermen and require them to agree to reserve 50% of their oyster shells for the State Commissioner of Fisheries, with the Commissioner to pay the market price for the shells and use them on oyster grounds. Delegate Crockett also introduced a bill to require a permit from the State Commissioner of Fisheries to dredge oyster grounds.

Introduces Bill for Croaker Study

Congressman S. O. Bland of Virginia, chairman of the Merchant Marine and Fisheries Committee of the House, has introduced H.R. 6973, which would cause a study to be made of the disappearance of the croaker in Chesapeake Bay. The bill was referred to the Congressman's committee.

Simultaneously, Judge Bland introduced H.R. 6974 which would appropriate $55,000 to conduct the study. It has been referred to the House Appropriations Committee.



Orville Parks' 40′ Cambridge, Md. crab boat "Wilsie" which has a capacity of 18,000 lbs.

Left to right: A. F. Rowe, engineer of the "W. A. Ballard", oyster dredger owned by Ballard Fish & Oyster Co., Norfolk, Va.; Capt. J. M. Hutson of the "W. A. Ballard"; Capt. W. W. Bedsworth of Ballard's oyster dredger "O. A. Bloxom"; Capt. R. F. Forrest, port captain of the Ballard fleet; and William Ballard, vice-president of the Ballard Co.

Hampton Roads Landings

A 100% increase was shown by the 2,857,000-lb. Hampton Roads area landings for January, as compared to those of the previous month. However, the catch, all of which was landed by draggers, showed only a slight gain over the January, 1949 yield.

With production of 985,000 lbs., sea bass was the top variety, while scup landings of 719,000 lbs. were in second place, followed by the 643,000-lb. fluke take.

Maryland Oyster Industry Will Benefit from New Laboratory

The biological laboratory which is to be built in Crisfield and operated by the University of Maryland will be a great aid to the State's oyster industry as well as to the industry on the Atlantic seaboard. In such a laboratory it could be determined just what health-giving properties oysters contain that could be used as a selling point. Various new methods of preparing oysters for sale could be developed, to put oysters into the home in a form that would require less cooking time, and the appearance of oysters in showcases at food stores might be improved to the point where this alone would be a sales factor.

The oyster plants might make oyster broth which would only need to be heated before being served. Oyster stew could be made the same way, with the oysters cooked just enough so that a few minutes additional cooking would make them ready for the table. Many other ways probably could be found to prepare oysters so that housewives could use them for a quick meal. For example, oysters could be sold covered with cracker dust, ready to put into the frying pan.

Confer on Potomac River Oyster Problems

Another attempt to settle the differences between the States of Maryland and Virginia regarding oystering on the Potomac River was made early this month, when several Maryland Senators met with Virginia representatives at Richmond, Va. It was proposed by Senator Monroe of Maryland that the Potomac River problems be separated from those of the Chesapeake Bay. This would mean scrapping a measure approved last year by the Maryland Legislature that treats the Bay and the River as a unit, and had the approval of Governor Lane of Maryland.

One of the chief difficulties in Potomac River oystering is that Virginia permits its residents to hand-scrape in the River while Maryland law forbids this practice.

Building Base for Trawler Fleet

A new firm, Fish Products of Maryland, with Otis H. Smith, head of the O. H. Smith Fish Products Co. of Lewes, Del., as president, is building a new $250,000 base on the Wicomico River, south of Salisbury, Md., to be used as Winter quarters for the trawler fleet.

Hoover Commission

(Continued from page 15)

ests of the commercial fishing industry are concerned almost entirely with high seas fishery resources, with the notable exception of the Great Lakes fresh water fisheries.

"Only to a minor degree, moreover, do the inland sport fisheries of the nation, the fisheries of our streams and lakes, come within the scope of the Federal Government. The Federal Government's activity in this field is limited to the operation of some hatcheries and to some minor biological studies, but nowhere does it have the authority to regulate the inland fisheries. In fact, except in the Territory of Alaska, and the sponge fishery of Florida, the Federal Government has no authority to initiate regulations for any fishery. Recreational fishing on the high seas by comparison with commercial fishing on the high seas is extremely minor.

"It must be recognized, however, that many of the fishes in the commercial fisheries are important to the recreational fisherman. It is for this reason that the commercial fishing industry, while attempting in no way to speak for the sport fishermen of the country, feels that all fishery functions of the Federal Government should be together and that any attempt to separate them might prove unwise. Not only could it lead to conflicts between the two groups when there is no real conflict of major interest, but in all probability it could result in a loss of efficiency and too much duplication of effort. The area wherein the interests of both groups coincide far exceeds the area wherein their interests differ.

"The commercial industry, like the sportsmen, is intensely concerned with the conservation of resources and, we believe, to an even greater degree, for fish are the necessary raw material of our business. Our interest in conservation is neither theoretical nor recreational—it is absolutely essential, for if the fishery resources decrease, our business becomes uneconomic.

Development of Resources

"Where conservation is needed we not only help to get it, we demand it, and we are proud of the record of the commercial fishing industry in the conservation of this great resource. But while we have intense interest in fish conservation, this is only half of the worries we have with raw material. We have a problem of supply and we must explore continually for new sources.

"We are in the fortunate position of dealing with one of the greatest potential sources of protein food in the world. Centuries of land abuse in every civilized country have lessened the ability of land to produce essential protein foods, but the vast resources of our seas have scarcely been touched. Rich new areas are known to be available close to the United States in both the Atlantic and Pacific and are believed to be in the Gulf of Mexico.

"The reason why these and other fishery resources all over the world are not being utilized is that at the present time they cannot be brought to market at a price the consumer can pay. We need to know more about the seasonal abundance and occurrence of these resources so that our fishermen can be adequately informed. Too, there are a thousand and one other problems that we have in getting the costs of harvesting, processing, and marketing down to the point where we can afford to get the food out of the sea onto the consumers' table where it does good.

"Besides conservation, both sport and commercial groups have another point in common which should weld us together. The non-commercial fishing groups emphasize the recreational feature of the nation's fisheries, but they would be the last to claim that there is no commercial importance attached to recreational fishing. Indeed, they hasten to point out the tremendous value to the nation's economy of the sale of tackle, boats, bait, and also the vast revenue derived by the States from the sale of fishing licenses. It would seem, therefore, that the recreational fishing interests would, of necessity, derive definite benefits from being included within a department whose primary interest is the welfare of the business economy of this country.

"Surely no department would wish the destruction of this natural resource of our country, nor would the fishing industry allow it. Therefore, we concur with the Hoover Commission's recommendation that the Bureau of Fisheries be established in the Department of Commerce, while a Bureau of Wildlife or a Wildlife Service remain in the Department of Interior.

"Such a move would ensure that fisheries would be managed by men whose primary interest would be fisheries; whose training would be in fisheries and whose outlook would be a practical businesslike outlook.

"We must have a fisheries service that has a sympathetic interest in fisheries, staffed by men who have the imagination and vision required to plan fisheries programs of their own and coordinate those programs with the programs of the sovereign States, the commercial industry, the sportsmen's associations, and the trade associations."

Remarks by Beatty of Walton League

Speaking on the Hoover Commission recommendations for the Isaac Walton League, whose membership includes sport fishermen, Robert O. Beatty said in part:

"The Hoover Commission, in its final report to Congress on the Department of the Interior and the Department of Commerce, has proposed one solution. The Commission recommended that the commercial fishery activities and functions of the Fish & Wildlife Service, Department of Interior, be transferred to a Bureau of Commercial Fisheries in the Department of Commerce. Enabling legislation which would, among others, translate this recommendation into fact was introduced in the Senate on January 11, 1950, by Senator Cain of Washington.

"As far as we can gather from the assorted Commission reports, the chief reason given for this suggested transfer is: 'A bureau of fisheries can be one of the most important industrial and commercial agencies in the government. It is related to industry, to commerce, and to the merchant marine at many points.'

"In our opinion the recommendation completely ignores three basic facts: (1) (and this is pointed out by a dissenting opinion of four of the 12 commissioners) that the chief problem is one of how to achieve better management, exploration and development of the fisheries as a natural resource, rather than how better to exploit the fishery commercially as a dollar resource; (2) that the dollar value of the recreational fishery is exceedingly important and, in fact, closely approaches that of the commercial fishery; and (3) the commercial and sport fisheries are closely interdependent in the natural environment.

Sustained-Yield Problem Needs Study

"We concur that the commercial fishery resource needs considerably more and careful attention and development, but it needs these things along two lines: (1) in the field of marketing and manufacture; and (2) in its management as a renewable natural resource. We know all too little about what makes for 'sustained-yield' populations of commercially-valuable fish species. There is only one example of a fishery resource that has been successfully studied and conserved over most of its range; that is the Pacific halibut administered by the International Fisheries Commission since 1930. This is the only fishery agency that has, to date, come even close to being adequately supported with money and personnel.

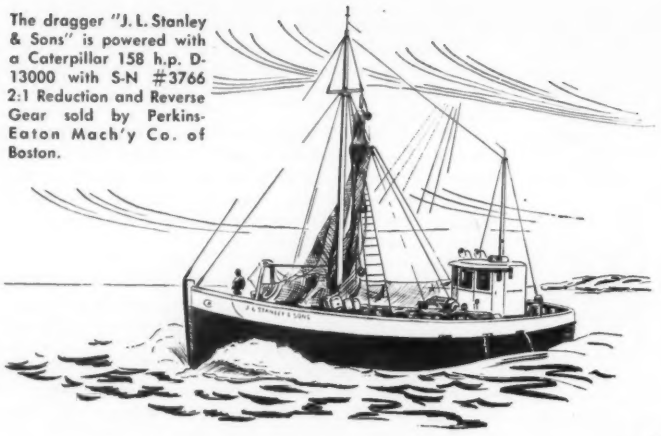
"Far too little is known of the life habits, cyclic influences and other factors affecting the abundance or scarcity of fishes, especially with regard to salt water species.

"There is ample testimony available to show that an important reason for the decline of many commercially valuable species has been over-exploitation over the years—taking too many fish of too small a size the year around without regard to spawning seasons, migration habits, etc. Placing the management and administration of the commercial fishery back in the Department of Commerce, whose chief function is the development of industry for economic reasons, would, it seems to me, be inviting more of the same, and would be a dangerous and false solution to the problem.

"The other fact to remember has been well stated in the report of the Task Force on Natural Resources: 'Sport fishing is becoming increasingly dependent on commercial fishery resources.' One example of this is the increasing numbers of fish species which are sought after by both the commercial and the recreational angler.

"But the Hoover Commission would separate the management of commercial and sport fisheries. Certainly the management of sport fisheries does not belong in the Department of Commerce.

(Continued on page 30)



The dragger "J. L. Stanley & Sons" is powered with a Caterpillar 158 h.p. D-13000 with S-N #3766 2:1 Reduction and Reverse Gear sold by Perkins-Eaton Mach'y Co. of Boston.

Are you *Braggin'* about your *Draggin'*?

You can, when you have dependable herringbone S-N Gears! F. W. Savery, owner of the dragger, "J. L. Stanley & Sons", proudly says:

"In 3 years of operation I've had no trouble with this gear . . . I wouldn't change it for any on the market."

S-N Gears withstand the terrific, varying strain of heavy dragging, and all rugged fishing operations. You get there and back without costly breakdowns . . . without spoiled fish. Profitable fishing needs the best . . . insist on S-N Gears for your new engine!

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(Continued from page 29)

Even if we could honestly agree that commercial fisheries did, we would not support such a move on the basis of its demonstrated interdependence with the nation's sport fisheries.

"The other two recommendations we should briefly consider are those of the Task Force on Natural Resources and the minority report on the Department of the Interior. Both of these recommend a Department of Natural Resources with cabinet status, but they differ with respect to treatment of the fisheries.

"The Task Force recommends that fishery functions and wildlife functions be split, in a proposed Department of Natural Resources, into a Fisheries Service and a Wildlife Service. The minority recommendations appended to the Hoover Commission report on Interior opposes this split for lack of adequate definitive study to show the need for it.

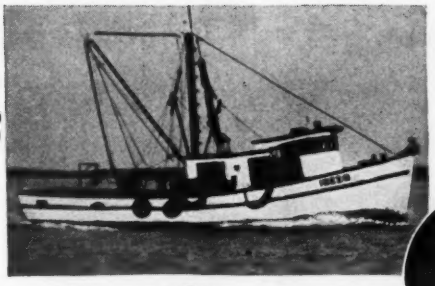
"There is another basic difference between the two reports which I want to call to your attention. The Task Force report has no status before Congress today. It has served its function. As a document it is today proud but poor; proud, as perhaps the best blueprint yet drawn for the sound management of the nation's publicly owned and publicly controllable natural resources; poor, as a document which will begin to gather dust on the shelves unless the people decree otherwise. The minority report, on the other hand, does have status as part of an active document presented to Congress for translation into legislation.

"From the standpoint of the long-range good of the total fishery resource and its subsequent benefit to the people, the question of separating it from wildlife hinges, I think, on whether we would have a Fisheries Service and a Wildlife Service operating together in a Department of Natural Resources or whether we would have a Fisheries Service in Commerce or public works and a Wildlife Service in Interior or Agriculture.

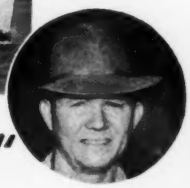
"This much we do know today: The Department of Natural Resources idea, without the split, is before Congress. As an organization, the Izaak Walton League has gone on record in favor of such a Department. It has not yet been demonstrated conclusively to us that a split between fishery and wildlife functions is either necessary or desirable. On the other hand, the beginnings of a good argument for a split have been started and have demonstrated that the commercial fishing industry, as well as the sport fishing industry, is in crying need of better administration, financing and management. We would, however, support legislation for a Department of Natural Resources regardless of whether fisheries and wildlife were separated.

"In this particular case the Department of Natural Resources transcends in importance the question of whether fisheries and terrestrial wildlife should be managed together or separately. We would not bicker over the question to the detriment of whatever chance such a department might have."

ON SHRIMP BOATS



. . . ON TUG BOATS



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— Earl Berwick, Berwick Bros. Towing Co., Port Arthur, Texas

From tugboats to fishboats, the BERWICK BROS. TOWING CO. knows its engines. Earl Berwick, owner, with his brothers Claude and Percy of the Berwick fleet's shrimper *Inez B.*, lays some mighty interesting Lister-Blackstone Diesel performance evidence right on the line:

ON TUG BOATS: "We found the Lister-Blackstone the one unit that *did not drop voltage under a sudden load* . . . a power unit that *can be practically forgotten after installation*".

ON FISH BOATS: "*Inez B's* Lister-Blackstone *really fills the bill* on our shrimp boat in view of *low cost fuel consumption*, operating without a single difficulty. We maintain a deep freeze, cabin and engine room cooling by blowers; hot and cold water for crew—in fact everything is electric with the exception of the butane gas stove".

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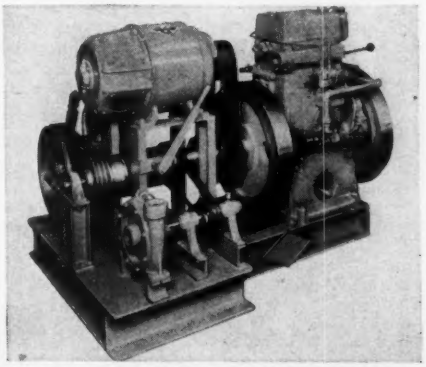

LISTER-BLACKSTONE 16 H.P. 2-CYLINDER MODEL CE MARINE AUXILIARY COMBINATION UNIT *driving 10 KW generator operating bilge pump and air compressor.*

Rhode Island Quahoggers May Get Larger Dredging Area

An attempt to give the quahog dredgers of Rhode Island more area to work in the Sakonnet River was initiated in the General Assembly on January 25. Rep. Edward L. Stone introduced a bill that would move one mile northward the line which now keeps dredgers out of the upper part of the River.

According to the present law, dredgers have to stay South of a line between Fogland Point in Tiverton to McCurry's Point in Portsmouth when they dredge during the open season, December 1 through March 31. Snow's bill would move that line northward to a point between Church Lane in Portsmouth and Jack's Island on Sapowett Point in Tiverton.

Snow reported that he introduced the bill because he felt that under the present law wardens of the State Fish and Game Department cannot keep dredgers south of the line and at the same time prevent the dredgers from fishing on scallop beds and a good set of littlenecks farther to the north near Island Park. If the new line were established, Snow believes the wardens could keep an eye on it and on the scallop and littleneck beds at the same time.

New Engine for "Chester B. Tallman"

The trap boat *Chester B. Tallman*, owned by Tallman & Mack of Newport, R. I., is being repowered with a D13000, 115 hp. Caterpillar Diesel. The engine was sold by Perkins-Eaton Machinery Co., Boston, and Hathaway Machinery Co., Fairhaven, is making the installation.

Quahogging Methods Being Studied

Some time ago the Rhode Island quahog industry and the State Conservation Department asked the Fish & Wildlife Service to settle a controversy over the merits of hand tonging and power dredging for quahogs.

To resolve the issue, which is important to Rhode Island for proper regulation of the fishery on a biological basis, three experimental areas were selected: one to be dredged; the second, raked or tonged; and the third, a control area, not fished. Co-operators in the study are the Narragansett Marine Laboratory of Rhode Island State College and the Rhode Island State Game and Fish Commission.

Test dredging in Narragansett Bay revealed that an area off High Banks was the most suitable, as it was about the right depth, easily patrolled, and had a well-distributed population of quahogs of all sizes. After rakers and dredgers agreed on location of the test plot and design of experiments, the State Game and Fish Commission closed the area.

Removal of the same quantity of quahogs from each quarter of the two test plots (not the control plot) showed that fishing intensity was constant for the two areas. Observations were made of breakage of each method and of age and size composition of catches. Time records showed catch per unit of effort. Fishing was completed in late September for this year and will be repeated in 1950.

During the last quarter of the year underwater photographs were taken in each test area and in the control plot to determine relative effect of each fishing method on the bottom and on bottom life. Samples will be taken to determine setting in each quarter of each tract to see if dredging or raking, or both, hurt newly set quahogs or if the bottoms have been cultivated and the setting improved.

After next Summer's fishing these observations will be repeated and the experiment concluded. Besides comparing dredging and raking, the test plot will provide information on growth rate, natural mortality, age and size composition of catch and stock, effect of predators and productivity of the bottom.

About 1,300 diggers conduct tonging the year round in every clean part of Narragansett Bay. Power dredging, permitted only in part of the Sakonnet River from December 1 to March 31, supports less than 35 boats.

Tongers claim that power dredges tear up the bottom, kill seed and break many marketable-sized clams. Dredgers, contending that their operations cultivate the bottom, prevent silting and increase setting, want to use additional beds which are too deep for hand tongers.

You'll land your fish with Mustad Key Brand Fish Hooks because the needle sharp points of these precision made Norwegian fish hooks penetrate securely and their sturdy tempered bends and shanks will never let you down. You'll save repairs and replacements too. See these extraordinary hooks at your fishing supplies dealer. Ask for

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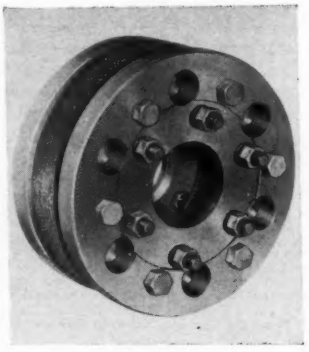
Misalignment Troubles

(Continued from page 17)

to the groaning and creaking of the boat during dirty weather and you realize the stresses and strains in the hull are of sizable magnitude.

When the hull distorts, severe loads due to the resulting misalignment are brought to bear on the propeller shaft, shaft bearings, and marine reverse gear. And the gear in turn transfers a portion of its load to the engine flywheel housing. Since the propeller shaft is more or less rigidly confined in its bearing or bearings, and the marine gear is bolted rigidly to the engine flywheel housing, the rigid flange connection between the gear and the propeller shaft will try, so to speak, to hold the members in line against their will.

Under severe conditions, these side loads can cause failure in the power train, and particularly in the reverse gear or propeller shaft. Even under less severe conditions, it is reasonable to state that such distortions reduce the overall life of the gear and propeller shaft bearings. This is easy to understand, since bearing life is proportional to the radial load exerted.



Twin Disc flexible coupling.

Two shafts even slightly misaligned connected by a rigid coupling are subjected to continuous bending stresses. This condition can eventually lead to fracture through progressive failure. Most propeller shafts, however, have an adequate ratio of length to diameter, and seldom fracture because they deflect or bend. Their flexibility prevents bending stresses from reaching values high enough to cause rupture. This same flexure often causes a noticeable "shaft whip", which, while imposing a hardship on the stern tube bearing, also can cause excessive vibration. Such vibration is annoying, to say the least.

Now that we have considered the causes and results of misalignment, what can be done about it? Obviously, the first essential is to start with a good solid installation along the lines previously discussed. Unless good initial alignment is secured, satisfactory operation will never be obtained. Remember the alignment should be checked again after launching.

Trouble from hull distortion is inherent with the hull design, and therefore, a means to counteract misalignment from this cause must be employed rather than try to eliminate the distortion itself. Installing a flexible coupling at the critical point between the marine gear and the propeller shaft is the logical solution and answer. For a coupling to function satisfactorily at this point, it must be able to perform under full propeller thrust, must be able to withstand reasonable angular and radial misalignment, and must be able to withstand salt water wettings. If the design of the coupling further prevents a metal to metal drive condition by driving through a flexible member of some sort, this is highly advantageous in marine drives.

New Flexible Coupling Developed

In 1945 the Twin Disc Clutch Company began to consider bringing forth a flexible coupling for this purpose, and after several approaches to the problem, adopted the time-proven principle of sandwiching a semi-flexible disc between two flanges. This coupling consists of two steel plates separated with layers of high-grade chromed tanned leather discs bonded together. Each steel member drives into the leather disc by means of a series of alternately-spaced bolts. Thus, a metal to metal drive is avoided.

The problem of treating the leather to withstand frequent wettings by bilge was accomplished by dipping each individual leather disc and the entire leather element as an assembly in a waterproofing compound. As a result, field tests over a period of three years indicate that the leather element has exceptionally long life. When it becomes necessary to replace the leather in-

Georgia Fisheries Division Building Will Be Completed in March

The headquarters building for the Coastal Fisheries Division of the Georgia Game and Fish Commission is scheduled to be completed in March. The structure is being erected on a site overlooking Club's Creek.

Erected on pilings in marshland deeded to the State by the City of Brunswick, the new headquarters building will be two stories in height and will be a frame and stucco structure. The lower floor will contain an apartment, which will be used as living quarters for the caretaker.

The offices of the agencies as well as a lounge and locker room for division employees will be located on the second story. Other facilities will include a small dock, a repair shop, and a storage room, large enough to house the boats. The building is being erected at a cost of approximately $34,000.

Brunswick Waterfront Property Sold

The City Commission of Brunswick, Ga. opened sealed bids recently for its 810′ of waterfront property, the greater part of which in the past has been under lease to local fish and shrimp houses. It was felt by the Commission that if the lessees' owned the property which they had under lease there would be more incentive for them to improve and expand it.

Lewis Crab Factory, which already owned 90′ of frontage in the area, purchased from the City an additional 90′, giving them a total of 180′ of frontage in which to accommodate their boats and to expand their factory.

Joe M. Santos and John Mendes bought 150′ on which they already had a shrimp house and dock facilities. F. B. Quarterman and E. L. Robarts purchased 120′ on which they already had a supply building known as Fisherman's Oil and Supply Co.

Foster Machinery Co. now owns 90′ of frontage on which they plan to erect a suitable building to render service to the fishermen in the way of Diesel engines.

Paul Moreira purchased 90′ on which he has a shrimp house and dock facilities for taking care of his boats.

Object to Building of Vernon River Wharf

The Chatham County Commissioners on January 20 directed to the Savannah District Corps of Engineers an objection to the issuance of a permit to J. M. Jackson for construction of a wharf on the Vernon River at Rose Dhu Island. This action followed the receipt of protests from residents of the area.

The protestants claimed that since the wharf is intended for commercial fishing operations it would depreciate the value of property in the area.

Andrews Named Fisheries Head

Louis J. Andrews, Jr. of Whitemarsh Island has been appointed by the State Game and Fish Commission to serve temporarily as superintendent of coastal fisheries. Mr. Andrews was superintendent of coastal fisheries from 1945 until he resigned and was replaced by Nolan Wells of Brunswick last year. Since that time he has served as assistant superintendent.

Gasoline Tax to Be Refunded

Governor Talmadge of Georgia has signed into law a bill providing for refunding of State taxes paid on gasoline used in boats.

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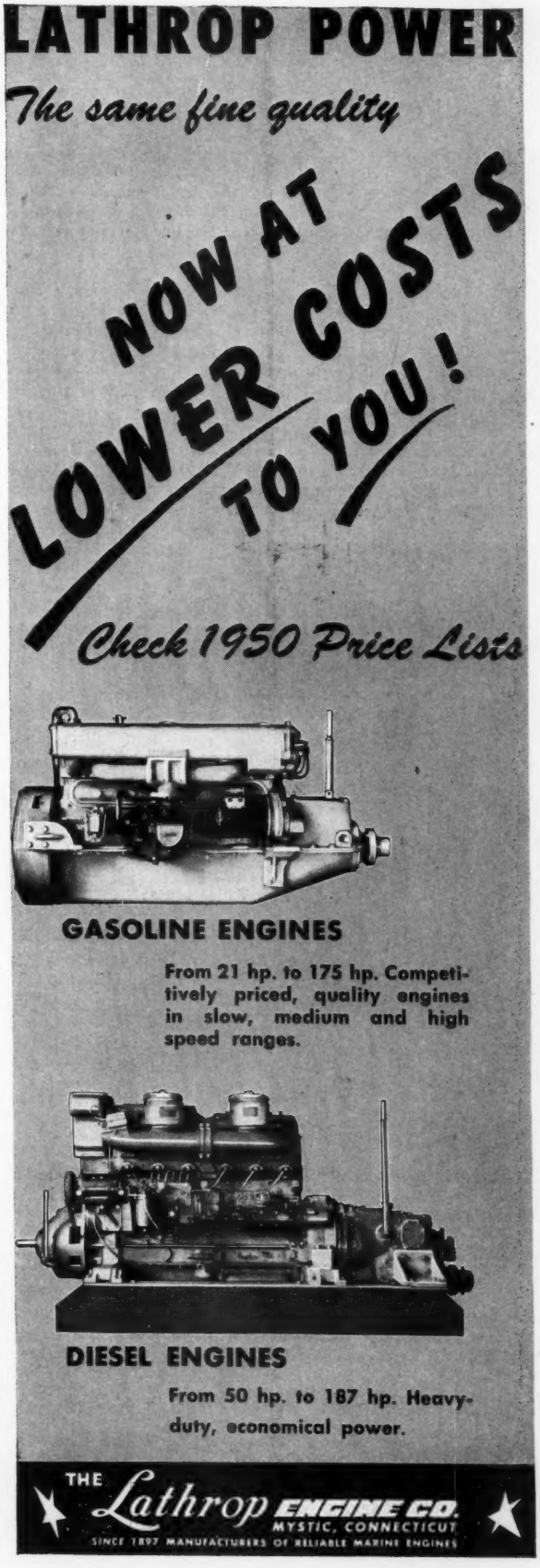
sert, it can be done inexpensively and without any major disassembly of the boat's power train.

Installation of this flexible coupling is neither difficult nor expensive. One end of the coupling bolts directly to the standard output flanges on the marine gear, and the other end is bolted to existing propeller shaft mating flanges. Since the total length of the coupling (excluding flanges, which vary in size) is 4⅝", only a slight shortening of the propeller shaft is required to adapt this flexible coupling to practically any marine set-up.

The promising performance of numerous couplings of this type that have been in steady use from one to three years indicates that this flexible coupling materially lowers maintenance costs by reducing stress on both reduction gears and shafts. It is also logical to conclude that the life of marine power assemblies is substantially lengthened, as the amount of maintenance required is a reliable yardstick for measuring total operating life. Finally, "shaft whip" caused by misalignment is reduced, which affords a decided reduction in distributing vibration.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SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Raytheon Introduces Small Radar

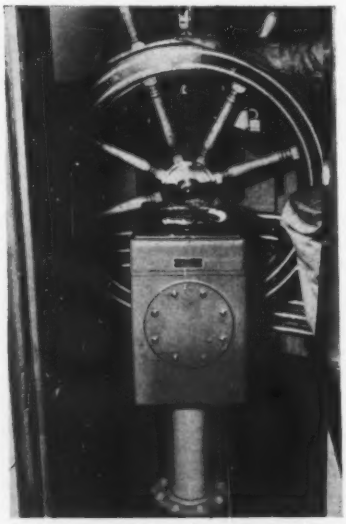
After four years of research and development, Raytheon Manufacturing Co., Waltham, Mass., has introduced the Mariners Pathfinder Jr., newest in its series of commercial marine radar equipments.

The new radar has been especially designed to answer the demands of operators of fishing vessels and other smaller craft for a compact, low-power drain and lower cost radar.

Comprising an antenna, transmitter-receiver and indicator, the new radar system operates on a wave length of 3.2 centimeters. Because of the light weight and compact design of all units, the equipment can be used in limited space heretofore unable to accommodate other types of radar systems.

The Mariners Pathfinder Jr. has a minimum range of 75 yards and a maximum of 20 miles. Range accuracy is within 2 percent and bearing accuracy is within 2 degrees.

Size, weight and arrangement of units of the new equipment permit ready replacement of complete units in the event of emergency service requirements. Operating controls have been reduced to a minimum for simplicity of operation. The cathode ray indicator is a 7" high definition tube, and a magnifying lens is supplied to provide enlargement to the equivalent of a 12" tube size presentation. Automatic receiver tuning and automatic focus control are provided. A standby power switch position makes possible instant intermittent use of the equipment.



Indicator of Raytheon's Mariners Pathfinder Jr. radar in the wheelhouse of the Boston tug "Eileen Ross", owned by Ross Towboat Co.

The Mariners Pathfinder Jr. is available for vessels equipped with 32-volt DC, 110-volt DC, 220-volt DC or 115-volt AC power systems. Power consumption in all cases is less than 750 watts.

Folder on Large Caterpillar Diesels

A new folder featuring the Caterpillar D397 and D386 marine Diesels has been issued by Caterpillar Tractor Co., Peoria, Ill.

Large illustrations graphically show the internal construction of the engines and a numbered legend lists all parts and accessories. An easy-to-read drawing gives complete data on dimensions of the entire engine as well as of each section.

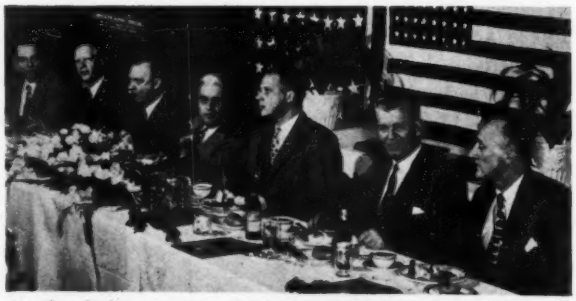
The new engines are of V-12 type, with 5¾" bore, 8" stroke and piston displacement of 2493 cu. in. At continuous sustained service at 1200 rpm., with standard marine equipment, the ratings are 400 hp. for the Model D397 and 320 hp. for the D386 engine.

Capitol Catalog for Ford Engine Gear

A bulletin recently issued by Auto Engine Works, Inc., 349 N. Hamline Ave., St. Paul 4, Minn. features the new Capitol reverse gear especially adapted for Ford-V"8" and Ford-"6" engines.

The new gear has a positive independent lubrication system, similar to that found on heavy-duty Capitol reverse and reduction gears. The bevel reverse gear design provides long life and full power in Ford-"6" and V-"8" engine range.

Integral engine supports, as part of the reverse gear, make installation easy, and a wet clutch system permits the operator to "slip the clutch" when maneuvering in close quarters.



At the dealer preview of Chrysler 1950 marine engines held before the recent National Motor Boat Show in New York. From left to right: Benjamin Hubbard, factory representative; Oluf Mikkelsen, founder Oluf Mikkelsen Co., New York; E. E. Trittshuh, Chrysler marine engine territory representative; C. C. Williams, manager, Chrysler Marine Engine Division; George Mikkelsen, president, Oluf Mikkelsen Co.; Phillip Hilgendorf, factory representative; and Edward Freeman, production supt.

Cummins Issues New Engine Catalog

Sixty-eight high-speed Diesels, covering the entire power range from 50 to 550 hp., and three medium-speed Diesels, are described in a new 36-page condensed catalog (Bulletin No. 5218C) issued by Cummins Engine Co., Inc., Columbus, Indiana. Twenty-seven new Cummins models introduced within the last 12 months are listed for the first time.

Comparative charts, listing the major specifications for each engine, are included in the catalog to assist in the preliminary selection of a power plant for any specific application.

Torque, horsepower, and fuel consumption data at all rpm., and load conditions within the range of each engine are presented in "curve" form. Each engine is pictured with a listing of standard equipment and notations on optional equipment which can be supplied.

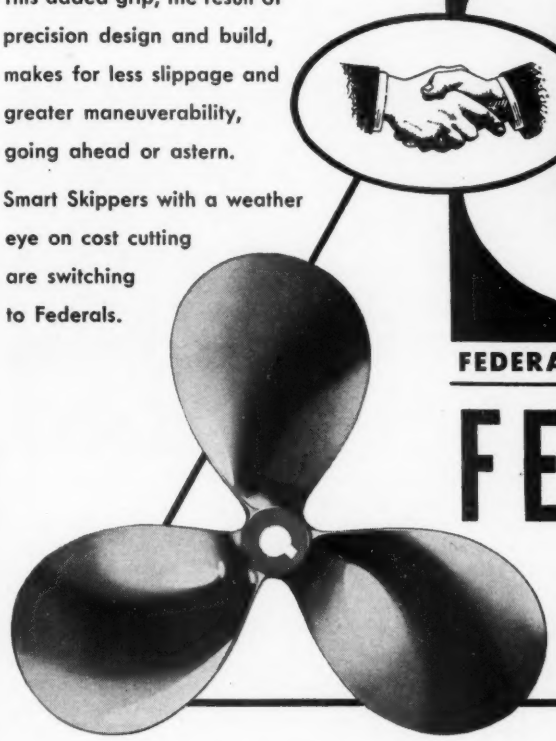
One of the features of the book is a composite silhouette drawing indicating the mounting dimensions for all engines, and showing at a glance the range of horsepower available in almost the same mounting dimensions. Cutaway drawings indicating major mechanical features of all Cummins Diesels also are included and

(Continued on page 36)

Socony-Vacuum Oil Co. exhibit at the recent National Motor Boat Show in New York City.

Federals "take hold" to such an extent that the engine is literally geared to the water. This added grip, the result of precision design and build, makes for less slippage and greater maneuverability, going ahead or astern.

Smart Skippers with a weather eye on cost cutting are switching to Federals.



GRIP

FEDERAL PROPELLERS, Grand Rapids 3, Michigan

FEDERAL ★ ★ ★

TRU-PITCH

Built of super tough corrosion resistant alloys, Federals are available in sizes up to 5' diameter.

NETS
RAKES
TONGS

Codfish Gear — Bait Netting
Lobster Pot Heading Twine
Corks — Rope — Wire Baskets

LARGE STOCK
Prompt, intelligent, personal attention to your order

W. A. AUGUR, Inc.
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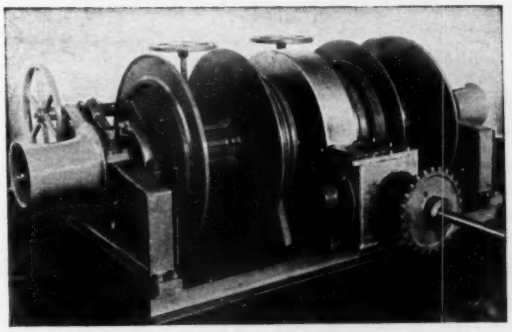
Hathaway



MODEL NO. 1335-40

TEN SIZES OF WINCHES
Stern Bearings — Stuffing Boxes
Bronze and Monel Propeller Shafts
Fishing Machinery
Repairs and Service
Fuel Oil — Ice — Lube Oil

HATHAWAY MACHINERY CO., INC.
HATHAWAY-BRALEY WHARF CO., INC.
FAIRHAVEN, MASSACHUSETTS

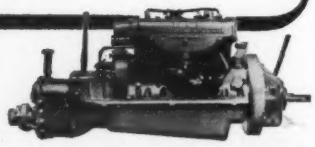
4 reasons why a Universal is your best buy!

1. *First Cost* Universal prices are, in many cases, even lower than those of "converted" motors. Yet you get more costly 100% marine design and construction with a Universal.

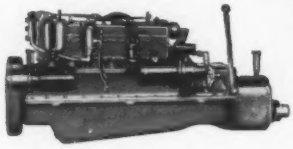
2. *Operating Efficiency* Universals are famous for their fuel economy. It's because they are doing the job they were intended to do—powering your boat—that operation costs are less.

3. *Long Life* Every requirement for sea service is met by Universal 100% design — with special features that assure distinctly longer life.

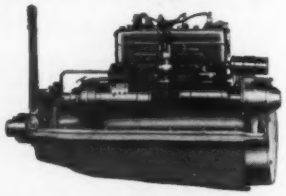
4. *Faithful Service* You can depend on a Universal. Reliability is engineered in because every model is a genuine marine motor. Each therefore performs better in marine service. Your fishing dollars go farther when you buy a Universal!



Sea Lion Six (below). The last word in the 260 cubic inch class. For 110 smooth, flowing horsepower that will give you years and years of low cost service.



Super Four (above). A real friend of fishermen! Smooth, powerful, lasting, 50 H.P. Reduction gear model with forward end clutch and power take-off shown.



Utility Four (right). World's fastest selling genuine marine four for powering fishing boats. Faithful service, longer lasting. 25 HP. at 2500 r.p.m. 95 cu. in. piston displ.

Write for free 40 page handbook covering all models 8 to 110 horsepower. Also ask about the Universal True-Marine Electric Plants.

Universal 100% MARINE MOTORS

Universal Motor Co.

436 Universal Drive, Oshkosh, Wis.

The World's Largest Builder of 100% Marine Motors

(Continued from page 34)

a cutaway and complete description of the exclusive Cummins Diesel System is shown.

Models illustrated in the catalog range from the Model H-400, developing a maximum of 100 hp. at 1800 rpm. through the supercharged Model NVHS-1200, developing 550 hp. at 2100 rpm.

Healy Heads Gulf's Boston Sales Division

Charles W. Healy

Charles W. Healy has been appointed general manager of the Gulf Oil Corporation's Boston Sales Division. He succeeds H. M. Rogers, who retired recently. Mr. Healy formerly was general manager of Gulf's Louisville Sales Division prior to its merger with the Toledo Division last Fall.

A graduate of William & Mary College, Healy was first employed by Gulf in 1919 as a salesman in the Philadelphia area. Three years later he was appointed agent, and in 1932 was promoted to assistant division manager of the Philadelphia Sales Division. In 1934, he was named to head the Louisville Sales Division.

In his new capacity, Mr. Healy will be in charge of all of Gulf's sales effort in Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, Eastern Connecticut, and Northeastern New York.

"Life" Penetrating Oil Being Marketed

Life Penetrating Oil, an additive for lubricating oils, is being marketed by Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass., in pint, quart, gallon and 5 gallon cans. The new product makes lubricating oils do a better job, keeps engines continuously clean and allows them to last longer, work better and operate with lower maintenance costs.

Wearing and scoring of bearings, pistons, rings, gears and other moving parts under heavy loads is greatly reduced. Life Penetrating Oil consists of a mineral base oil and five chemicals, four of which have anti-friction characteristics and one a mild cleansing agent.

When added to regular lubricants, the oil penetrates into the bearing surface pores and forms a tough friction and heat resistant film that is practically permanent, provided Life Oil is added each time the lubricating oil is replenished. The friction, heat and wear caused by metal moving on metal is reduced considerably. The oil cleans as it lubricates, softening and dissolving carbon, gum and sludge deposits. Sticky valves and piston rings are freed, internal corrosion is prevented, and horsepower is increased. It does not injure metal surfaces of the machinery.

Life Penetrating Oil was developed and tested especially for adding to lubricating oils in the crankcases of Diesel engines, but it is equally effective when used in gasoline engines. Although it has been placed on the market only recently, the additive has been successfully used and tested during the past 15 years in the main Diesel propulsion and auxiliary engines of some of the trawlers of the Boston fleet.

On one large Boston trawler the Diesel propulsion engine had abnormally high lubricating oil temperature due to excessive friction in the thrust bearing. Ten gallons of Life Penetrating Oil were added to the 90 gallons of lubricating oil in the crankcase. After a ten day trip to the fishing grounds, the chief engineer found that not only had the temperature come down to normal, but engine performance was greatly improved and all sticky valve trouble eliminated.

On another Boston trawler difficulty was experienced in starting the hand-cranking auxiliary engine. A small amount of Life Penetrating Oil was added to the lubricating oil in the crankcase and in a few minutes the engine started with little effort. Later, because of a broken oil gauge the crankcase became empty, and the engine was operated for over ten minutes before this was discovered. However, the Life Penetrating Oil film had remained on the bearing surfaces, giving lubrication in spite of the absence of oil in the crankcase, thus preventing serious damage.

Robert B. Paterson, who has been elected president of Columbian Bronze Corp., Freeport, N. Y., and of the Doran Manganese Bronze Corp. Mr. Paterson has been a member of the organization since 1912, and previously held the position of executive vice-president.

Predation by Conchs

(Continued from page 18)

However, more commonly it takes repeated chipping to expose a small opening.

The conch attempts to wedge its shell between the valves as soon as an opening sufficiently large to permit penetration is chipped. Some victims, for example, showed chipped holes only 0.197 inch in width. The bluntness of the conch shell margin also determines the size of the hole necessary for penetration of the conch shell, and this bluntness varies from time to time as considerable wear of the conch shell takes place during attack.

The conch apparently adds new shell during resting periods at which time it generally remains buried in the bottom. Such rest periods have extended as long as 16 days in aquaria. Thus the conspicuous indented nature of the lines of shell growth along the body whorl of the conch shell are explained on the basis of the periodic erosion which occurs during attacks. It happens in some instances that the chipping of the quahaug valves results not in the formation of an opening but in the smoothing off of the quahaug bill, particularly of the valve edge farthest from the conch, and/or in the formation of an opening which is too small to permit wedging. In such cases the conch eventually deserts the quahaug.

Only One Attack Usually Made

In one such instance a conch worked alternately between two quahaugs for 7 days without penetrating either, and finally deserted them. Out of 37 quahaugs which were placed with one large conch in one experiment, 15 quahaugs were opened and 10 were attacked but could not be opened. In only 2 cases in these observations did a quahaug victim show two areas of attack, in which apparently the first attack failed, and then the conch returned on a subsequent day in a second successful attack.

In 31 quahaugs opened in one series of observations by conchs it was noted that 52% of the sites of attack were located posteriorly over the siphons, 27% over the midventral region, and 21% over the anterior portion of the quahaug opposite the siphon. It is suggested that the selection of the sites of attack may be influenced by the flow from the excurrent siphon of the quahaug.

J. C. Affleck of Radiomarine Corp. operating the new small RCA radar at the recent National Motor Boat Show.

PFLUEGER
HALIBUT
and
KIRBY HOOKS

Make Money for Fishermen

They have the construction that withstands hard use. They hold their sharp points and barbs — their tough steel holds heavy fish until safely landed in your boat. Ask your supplier.

The
Enterprise Manufacturing Co.
AKRON, OHIO

PFLUEGER
(PRONOUNCED FLEW-GER)
A GREAT NAME IN TACKLE

Improve Your Catch With High Quality Starr Netting

Don't risk time and profit with faulty netting. Starr, makers of high quality, dependable Gill and Seine netting for over 50 years is your assurance of netting you can trust. Hold that catch. Say STARR and be sure.

STARR NETTING—
STAR PERFORMANCE

NYLON NETTING Now Available in a Wide Variety of Sizes

STARR NETS

A. M. STARR NET CO.
EAST HAMPTON · · · CONN.

Fish Landings for Month of January

(Hailing fares. Figure after name indicates number of trips.)

NEW YORK

Beatrice & Ida (2)	62,500	Mary (1)	8,000
Black Hawk (1)	17,000	Mary Ellen (1)	13,000
Buzz & Billy (1)	21,500	New Bay (2)	97,800
Catherine C. (3)	72,500	Norseman (2)	30,000
Clipper (3)	102,500	Olivia Brown (2)	69,900
Edith L. Boudreau (2)	80,500	Paolina (2)	56,100
Emily Brown (2)	124,000	Puritan (2)	87,900
Felicia (3)	93,200	Rainbow (2)	30,000
Florence B. (1)	34,000	Raymonde (3)	122,400
Gloria F. (2)	34,500	Reid (1)	14,000
Gud Kay (1)	6,000	Rosalie F. (1)	26,000
John G. Murley (3)	104,000	Sally & Eileen (3)	62,300
Joseph S. Mattos (2)	50,500	S #31 (2)	28,200
Katie D. (2)	141,000	Sol (2)	69,900
Lady of Good Voyage (2)	98,500	Sunapee (3)	56,600
Magellan (3)	120,500	Teresa & Jean (2)	41,700
Major J. Casey (1)	18,000	The Queen (2)	41,200
Malvina B. (2)	44,000	Virginia (3)	77,200

Scallop Landings (Gallons)

Bright Moon (2)	875	Rockaway Belle (1)	500
Friendship (1)	700	St. Rita (2)	1,250
Hazel S. (1)	400	Venture (1)	600
Quest (1)	600		

NEW BEDFORD

Adventurer (3)	33,800	Little Chief (1)	5,000
Agda (3)	30,500	Little Joe (3)	15,000
Alpar (3)	64,000	Lucky (3)	13,900
Alva (2)	3,800	Madeline (3)	20,000
Anna C. Perry (1)	2,800	Marg-E (2)	6,700
Arnold (2)	26,400	Maria-Julia (3)	20,700
Barbara (4)	56,500	Mary & Joan (2)	54,300
Barbara C. Angell (1)	28,000	Mary & Julia (2)	56,000
Barbara M. (2)	34,700	Mary Anne (3)	65,500
Capt. Deebold (2)	25,800	Mary J. Hayes (2)	30,600
Carl Henry (2)	55,000	Mary M. (3)	16,200
Carol & Dennis (5)	23,600	Mildred & Myra (2)	9,400
Catherine & Mary (2)	30,400	Minnie V. (4)	30,700
Catherine T. (2)	46,500	Molly & Jane (3)	27,100
Charles E. Beckman (5)	25,700	Noreen (2)	91,000
Charlotte (4)	19,400	Papoose (3)	19,700
Christina J. (2)	29,600	Pauline H. (1)	8,000
Clinton (1)	10,000	Penguin (3)	28,700
Connie F. (2)	21,200	Petrel (1)	4,400
Doris Gertrude (3)	43,300	Phyllis J. (6)	36,800
Edith (2)	13,200	Plymouth Belle (2)	28,500
Elva & Estelle (3)	20,400	Portugal (2)	13,900
Elva L. Beal (5)	27,200	Princess (3)	14,300
Etta K. (2)	7,000	Pvt. Frank T. Kessler (2)	8,900
Eugene & Rose (3)	34,200	Quest (3)	16,400
Eunice-Lilian (3)	48,700	Ranger (2)	14,600
Five Sisters (1)	4,300	Reneva (1)	10,000
Frank F. Grinnell (1)	14,200	Rita (1)	7,500
Gannet (3)	32,600	Rosemarie V. (2)	18,900
Gertrude D. (2)	23,500	Russell S. (3)	18,000
Gladys & Mary (2)	33,000	St. Ann (3)	55,500
Gloucester (2)	54,200	Sandra & Jean (3)	37,800
Growler (2)	35,100	Sea Fox (1)	8,200
Helen B. (3)	34,500	Sea Ranger (2)	49,800
Helen Mae (2)	6,400	Shannon (1)	11,200
Hope (1)	4,400	Solveig J. (2)	59,400
Invader (3)	21,700	Southern Cross (2)	15,500
Ivanhoe (3)	45,100	Stanley B. Butler (3)	119,200
Jacintha (2)	42,600	Theresa (Conn.) (3)	18,000
Janet & Jean (1)	19,000	Two Brothers (NBD) (2)	12,600
Janet Elise (2)	9,900	Two Brothers (R.I.) (2)	26,900
J. Henry Smith (3)	16,100	Victor Johnson (3)	29,700
Joan & Tom (2)	22,300	Viking (3)	58,000
Joan & Ursula (1)	21,600	Wamsutta (1)	6,600
Johnny Ryan (1)	13,200	Wanderer (2)	5,500
June Bride (3)	28,700	Whaler (3)	76,600
Kelbarsam (3)	20,600	William Chesebrough (3)	12,000
Lainee K. (2)	13,200	Winifred M. (3)	15,300
Liberty (1)	7,600		

Scallop Landings (Gallons)

Abram H. (2)	1,150	Marmax (1)	700
Adele K. (1)	725	Martha E. Murley (1)	750
Alice J. Hathaway (1)	155	Mary Canas (1)	365
Amelia (2)	1,900	Mary E. D'Eon (2)	1,450
Antonina (1)	600	Mary J. Landry (1)	600
Antonio (2)	1,000	Mary R. Mullins (1)	750
Bobby & Harvey (2)	1,650	Mary Tapper (1)	800
Bright Star (2)	1,600	Moonlight (2)	2,100
Camden (2)	1,550	Muriel & Russell (1)	200
Carol & Estelle (2)	1,500	New Dawn (1)	700
Charles S. Ashley (2)	1,250	Newfoundland (2)	1,400
Elizabeth M. (2)	2,150	Olive M. Williams (2)	1,550
Fairhaven (2)	1,300	Palestine (1)	500
Flamingo (2)	1,450	Pearl Harbor (1)	600
Fleetwing (2)	1,774	Pelican (1)	1,100
Francis J. Manta (1)	600	Porpoise (1)	800
Friendship (2)	1,800	Red Start (2)	2,000
Irene & Mabel (1)	722	Smilyn (1)	725
Jerry & Jimmy (2)	2,200	The Friars (2)	1,300
Kingfisher (2)	1,300	Theresa A. (1)	550
Linus S. Eldridge (2)	1,900	Ursula M. Norton (1)	500
Louis A. Thebaud (2)	1,500	Virginia & Joan (2)	800
Major J. Casey (1)	650	Wm. D. Eldridge (2)	1,750
Malene & Marie (3)	1,800	Wm. H. Killigrew (2)	1,800
Marie & Katherine (1)	900		

BOSTON

Acme (5)	8,600	Margaret & Marie (4)	5,800
Addie Mae (6)	10,000	Maria Del S. (3)	5,600
Adventure (3)	112,400	Marietta & Mary (1)	12,300
Agatha & Patricia (2)	68,000	Maris Stella (2)	128,700
Angie & Florence (2)	19,300	Mary & Jennie (8)	16,300
Annie & Josie (9)	18,000	M. C. Ballard (2)	131,600
Arlington (3)	275,700	Michael G. (5)	10,600
Atlantic (3)	172,800	Michigan (3)	338,100
Ave Maria (8)	18,800	Nancy B. (3)	61,600
Barbara C. Angell (1)	61,500	Nancy F. (1)	20,400
Bay (2)	150,700	Natale III (1)	23,000
Bonnie (2)	188,600	Neptune (3)	164,200
Breaker (3)	291,700	Nova Antonio (4)	14,800
Breeze (1)	52,000	Ohio (2)	117,300
Calm (3)	371,000	Olympia (2)	37,800
Cambridge (2)	229,700	Olympia La Rosa (4)	49,200
Carmela Maria (4)	18,800	Phantom (3)	255,700
Carole June (2)	67,800	Plymouth (3)	233,900
Catherine B. (6)	63,800	Princess (5)	11,000
Crest (3)	261,200	Quincy (2)	115,000
Diana C. (10)	23,400	Racer (2)	167,500
Dorchester (2)	109,600	Red Jacket (2)	235,900
Drift (3)	235,100	Roma (10)	18,500
Eddie & Lulu M. (6)	10,300	Rosalie D. Morse (2)	129,800
Elizabeth B. (1)	68,500	Rosemarie (1)	13,500
Esther M. (2)	200,500	Rose Mary (1)	500
Eugenia J. (1)	500	Rosie (8)	19,600
Famiglia (5)	14,000	Rosie & Gracie (3)	43,200
Fanny F. Hickey (6)	13,600	Rush (2)	139,900
Flying Cloud (2)	203,600	St. Anna (3)	18,000
4-C-688 (3)	12,100	St. Francis (4)	8,300
4-E-885 (3)	4,700	St. Joseph (7)	110,300
4-G-370 (2)	5,400	St. Peter II (1)	50,200
4-G-561 (3)	13,100	St. Theresa (2)	6,700
4-G-673 (5)	19,500	San Antonio (3)	7,400
4-H-823 (5)	18,600	San Calogero (9)	24,500
Francesca (3)	15,100	Santa Rita (4)	19,800
Frances R. (2)	49,200	Savoia (2)	11,500
Geraldine & Phyllis (3)	169,300	Serafina II (1)	15,000
Gudrun (3)	302,500	Six Brothers II (4)	21,900
Hornet (8)	14,800	Surge (2)	154,600
J. B. Junior (3)	125,700	Texas (1)	25,200
J. B. Junior II (6)	13,000	Thomas Whalen (2)	130,600
Josephine F. (3)	12,600	Triton (3)	146,200
Josephine P. II (2)	31,000	Wave (3)	279,100
Leonard & Nancy (1)	32,500	Weymouth (3)	191,900
Little Nancy (4)	58,300	William J. O'Brien (3)	318,100
Louise (3)	176,700	Winchester (3)	312,700
Lucky Star (2)	186,000	Win Story (1)	9,100
Lynn (2)	191,200	Winthrop (2)	113,300
Maine (3)	205,000	Wisconsin (2)	212,900

Scallop Landings (Gallons)

Mary Tapper (1)	800

GLOUCESTER

Agatha & Patricia (1)	12,000	Leonard & Nancy (1)	15,000
Albatross (2)	310,000	Leretha (1)	79,000
Annie (4)	4,000	Little Flower (3)	18,000
Annie II (1)	1,000	Mabel Mae (2)	338,000
Anthony & Josephine (2)	4,000	Margie & Roy (7)	8,500
Benjamin C. (1)	200,000	Maria Immaculata (1)	5,000
B. Estelle Burke (2)	108,500	Marie & Winifred (2)	62,000
Bethulia (4)	15,500	Marietta & Mary (1)	10,000
Brighton (1)	154,000	Mary A. (1)	7,000
California (1)	8,000	Mary & Josephine (2)	360,000
Calista D. Morrill (4)	6,000	Mary Rose (1)	125,000
Captain Drum (2)	16,000	Mary W. (1)	5,000
Carlo & Vince (2)	10,000	Mother Ann (1)	135,000
Catherine Amirault (1)	130,000	Nancy F. (3)	16,000
Chebeague (3)	14,000	Natale III (1)	13,000
Cigar Joe (1)	6,000	Noah A. (3)	7,000
Columbia (2)	315,000	Novelty (1)	4,000
Conquest (1)	158,000	Nyoda (2)	14,000
Curlew (2)	337,000	Olympia (1)	7,500
Dale (1)	1,000	Pam Ann (1)	135,000
Dartmouth (2)	152,000	Phillip & Grace (1)	130,000
Dawn (1)	2,000	Phyllis & Mary (3)	20,000
Dolphin (2)	257,500	Pilgrim (2)	222,000
Doris F. Amero (2)	115,000	Pollyanna (1)	132,000
Falcon (4)	7,000	R. Eugene Ashley (2)	68,000
Felicia (1)	210,000	Rita B. (1)	84,000
Florence & Lee (2)	300,000	Ronald & Mary Jane (1)	145,000
Flow (1)	104,000	Rosemarie (2)	20,000
Frankie & Rose (1)	15,000	Sacred Heart (2)	6,500
Gaetano S. (1)	92,000	St. John (1)	2,000
Golden Eagle (1)	142,000	St. Nicholas (1)	160,000
Hilda Garston (1)	112,000	St. Providenza (1)	3,000
Ida & Joseph (2)	29,000	St. Rosalie (1)	13,000
Irma Virginia (1)	4,000	St. Victoria (1)	120,000
Jackie B. (3)	16,000	Salvatore & Grace (1)	12,000
J. B. Junior (4)	28,500	Sebastiana C. (2)	51,000
Jennie & Julia (5)	61,000	Serafina N. (3)	27,000
Jennie & Lucia (1)	63,000	Serafina II (1)	36,000
Johnny Baby (2)	3,000	Skilligolee (2)	63,500
Joseph (1)	1,500	Sunlight (1)	125,000
Josephine P. II (1)	8,000	Sylvester F. Whalen (2)	319,000
Julie Ann (2)	355,000	Theresa M. Boudreau (1)	152,000
Junojaes (2)	333,000	Thomas J. Carroll (1)	95,000
Kellarney (1)	180,000	Trimembral (3)	5,000
Kingfisher (2)	320,000	Wild Duck (1)	150,000
Kurta (1)	4,000	Win Story (1)	3,000

(Continued on page 40)

The Sign of Good Equipment and Good Service

SOLD BY
PERKINS-EATON MACHINERY CO.
PEMCO
376 DORCHESTER AVE. BOSTON
394 LIBERTY ST. SPRINGFIELD
MASSACHUSETTS

IT stands for an organization long experienced in the sales and servicing of the best in Marine Engines—

CATERPILLAR DIESELS
UNIVERSAL GASOLINE ENGINES

Our Sales, Parts, and Service Departments are all committed to the principle that the worth of the product it sells depends upon the service given by the seller. You can rely on PEMCO.

PERKINS-EATON
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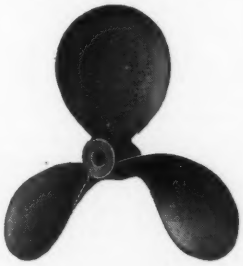
The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

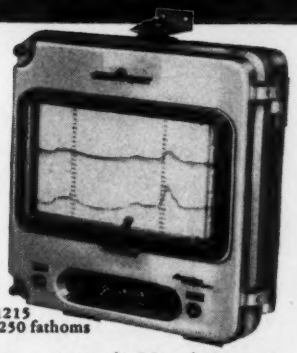
HYDE
PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

RECORDING-INDICATING FATHOMETER*

- ***Provides Permanent Records***
- ***Gives Visual Indication of Bottom Contours***



Model 1215
250 ft.; 250 fathoms

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South Carolina Shrimp Law Held Constitutional

A Federal Tribunal on January 23 upheld the constitutionality of a State law establishing a closed season for offshore shrimping. The decision denied a request of more than a dozen shrimpers that the State Board of Fisheries be enjoined from enforcing the law.

The shrimpers, led by E. A. and E. B. Shipman, both of Beaufort, S. C., claimed the laws were "high-handed, arbitrary, unreasonable and unconstitutional." Witnesses testified at a hearing that fisheries inspectors were harrassing the shrimpers, causing them to lose money, and threatened to confiscate their boats.

Federal District Judges John J. Parker of Charlotte, George B. Timmerman of Columbia and J. Waites Waring of Charleston held the complainants failed to back up their contentions.

Inland Shrimping Prohibited

Notice of a resolution prohibiting trawling or dragging for shrimp within the streams, bays, sounds or rivers in South Carolina was issued recently by Chief Inspector Alonzo B. Seabrook of the Board of Fisheries.

The resolution reads as follows: "Due to the fact that Code section 3310 prohibits trawling for shrimp in any stream, bay, sound or river within this State as a conservation measure, the Board has this day passed the following resolution, under authority of Code section 3310, that no trawling or dragging with any device within the streams, bays, sounds or rivers of this State will be permitted and anyone caught doing so will forfeit his license if he has same; those not having a license will be prosecuted for fishing without a license."

Rep. Ernest F. Hollings plans to introduce legislation to stretch the Charleston County shrimping limit from one-third to a mile from shore. Several times during the beach season, persons complained of the close to shore fishing of the shrimp trawlers in swimming areas.

Charleston County is the only area in which a limit is set, and approximately 75% of the shrimping along the State's coast is done there.

State Fishing Laws to Be Investigated

The State House of Representatives recently ordered an investigation of the State's fish and seafood laws. The House adopted a resolution by Rep. Dowling of Beaufort creating a House committee of five to make a study of the laws and report to the House any changes it found advisable.

Shrimp Trawler Explodes

The 36' shrimp trawler *Toogoodoo*, owned by Norman Gay of the Porpoise Fish Co. of Beaufort, exploded and sank near Morgan Bank last month.

Earl Cook, captain of the trawler, and Jimmy Bothwell, crew member, escaped by jumping overboard and boarding a small boat that was tied to the trawler. They were picked up by E. E. Sheppard, also of Porpoise Fish Co.

More Oyster Shells Planted

In 1949 South Carolina oystermen planted 825,600 bushels of shell throughout the State as cultch for their future oyster harvest. The cost of this planting, borne by the commercial oystermen, ranged from 5 to 7c a bushel not including the value of the shell itself. This represents roughly a 200,000 bushel increase in planting over the corresponding period of ten years ago.

PORTLAND LANDINGS

Adventure (1)	25,900	Evzone (2)	7,200
Agnes & Elizabeth (1)	46,800	Marjorie Parker (2)	23,400
Alice M. Doughty (3)	53,800	Nora Sawyer (2)	4,500
Althea (6)	98,100	Richard J. Nunan (3)	47,700
Andarte (2)	128,300	Silver Bay (2)	303,100
Carolyn & Phyllis (1)	1,300	Theresa R. (2)	196,300
Carolyn & Priscilla (5)	76,900	Thomas D. (2)	215,500
Cigar Joe (1)	17,400	Trinity (2)	25,000
Clara Louise (3)	177,200	Vagabond (5)	354,000
Crescent (5)	36,600	Vandal (2)	129,600
Elinor & Jean (5)	196,700	Villa Nova (2)	64,300
Ethelina (4)	137,600	Willard Daggett (2)	14,600

Vineyard Bailings

By J. C. Allen

Checking up the log for the opening days of January, taken full and by, it may well have been the poorest week in local waters for a quarter-century. Yet it was a far better week, in point of receipts, than fishermen hailed 50 years ago at the same time of year.

But, 50 years ago there were relatively few men fishing at the same time of year. The last 30 years has seen the introduction and real development of the otter-trawl, and the intense pursuit of Winter fishing which was not possible to any great extent before the adoption of this particular kind of gear. Sizing up the monthly reports for January, and observing that the heft of the catch from all bearings within 100 miles was yellowtails, and not too many of them, we wonder what sort of luck the next 50 years will bring.

The weather thus far into the Winter has made close to a record for mildness. Various species of fish, commonly taken in Winter, dislike warm water—the cod, for example, which have been scarce.

Official findings of the Oceanographic Bureau show that the average annual temperature for this general area is five degrees higher than it was a century ago. The findings continue to state that the Polar ice-caps are melting steadily, the sea level is rising, and the palm-tree belt is advancing Northward at the rate of a quarter-mile a year. It is inevitable that the day will come when these changes must affect the fisheries of New England.

This warm Winter weather has brought about various unusual circumstances. The bait has schooled alongshore continually, pursued by fish never before seen in shoal water, so far as either record or tradition reveals. The pollock were breaking on January 15th, the whiting were schooling shortly before, and the lobstermen were still reporting some luck that same week; an unusual thing, proving that these species had not gone into hibernation as usual in these bearings.

There have not been the reports of mackerel close-to, as was the case a year ago; rather the traps and seiners seem to have found the fish farther South this Winter. But it seems significant that very few of these fish have been found in the mud by the draggers, reardless of where they set; almost as if the mackerel had not hibernated at all.

Shellfisheries Pay Well

Most shellfisheries have paid well this season. There are theories and theories regarding the development of bay scallops which, on some beds, have run to small sizes. Some of our oldest fishermen swear that no big bay scallops develop during a dry Summer. They claim that the fresh water is necessary.

Soft Clams Coming Back

Clams, the soft variety, which have been very scarce for years, appear to be coming back in good shape in all known beds. No one can offer any explanation for this; they are just there. The research into clam culture has disproved the theory that the clam-worm is a destructive element. The latest reports have said that the worm does indeed feed on the clams, after they have died, which explains their presence in beds where many dead clams are found. This capsizes a bunch of local theories, but the clams are coming in well.

Seining for White Perch

Seining, in our salted ponds for white perch, has been resumed under State permit, a custom which prevailed for generations but which was dropped a number of years ago. It is too soon to offer any prediction as to the luck of the scope of activity, there being a number of ponds where perch formerly were taken, but thus far, the catch has been such as to justify a very cheerful view of the prospects.

Seals of the hair variety have been more numerous around the Vineyard this Winter than for many years, perhaps ever. The presence of herring and other fish accounts for this perhaps, but previous observations have seemed to indicate the presence of most seals when the weather was severe. More cockeyed changes in the rules, probably.

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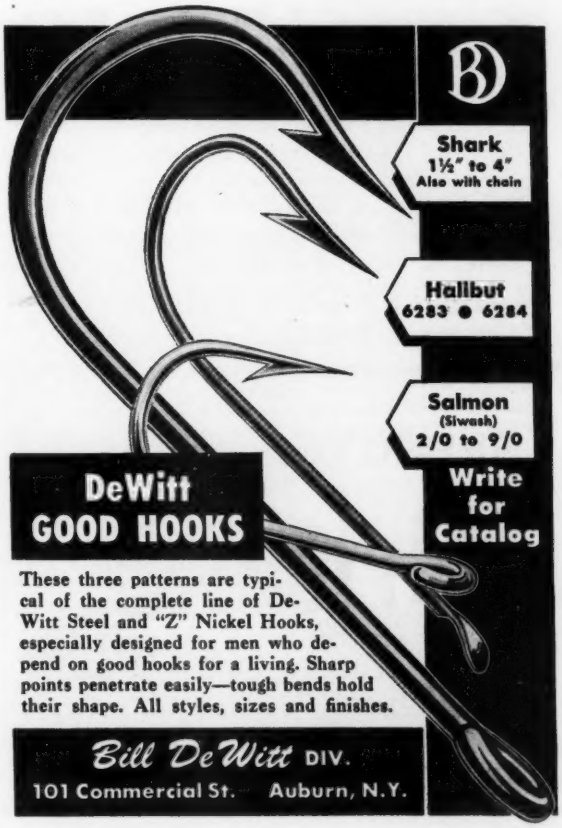

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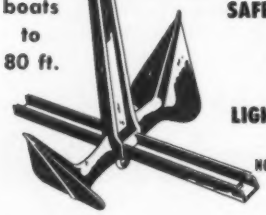

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Massachusetts Industry Seeks Federal Fish Subsidies

A three-point program to aid the Massachusetts fishing industry is under study by Gov. Dever's 10-man fisheries promotion committee. The plan, including a proposal for increased financial aid from the Reconstruction Finance Corporation to enable Massachusetts fishermen to purchase additional boats, was presented to the committee at a meeting January 26 by Mayor John J. Burke, Jr. of Gloucester. Burke also proposed import restrictions and extension of Federal subsidies to fishermen similar to those granted farmers.

Director Francis W. Sargent of the State Division of Marine Fisheries, who is chairman of the fisheries promotion committee, conferred with State Department and Interior Department officials in Washington recently. They proposed to the Interior Department that a research vessel be made available for study of freezing fish at sea.

A hearing was held in the State House February 1 on two bills authorizing the Massachusetts General Court to petition the U. S. Congress to pass certain fisheries legislation. The bills, introduced into the Massachusetts House by Rep. Oscar Cahoon of Harwich, deal with providing price parity payments to fishermen "in like manner and the same circumstances that such payments are provided for agricultural pursuits," and with passage of the Magnuson Bill (Senate 856) "to provide for an adequate and balanced flow of fish products in interstate and foreign commerce."

Capt. Manuel Zora of Provincetown, spokesman for a group of approximately 30 fishermen who attended the hearing, pointed out that farmers get price parity aid and added that fishermen also should receive it.

Fisheries Association Headed by Carlson

James S. Carlson, treasurer of Baker, Boies, and Watson of Boston, has been elected president of the Massachusetts Fisheries Association, succeeding Matthew Dillon. Named vice-president was Nelson Harrington of B. F. Phillips Co. John Dolan of L. B. Goodspeed, Inc., was elected assistant treasurer. Thomas Rice is executive secretary of the organization.

Exhibits at Sportsmen's and Boat Show

The New England Sportsmen's and Boat Show, held in Boston early this month, had several exhibits that featured products of interest to commercial fishermen.

Perkins-Eaton Machinery Co. showed the Universal 60 hp. Bluejacket Six, 90 hp. Cruiser Six, 50 hp. Super Four and 8 hp. Fisherman marine engines, as well as a Caterpillar D311, 21 kw. Diesel electric set.

J. H. Westerbeke Corp. exhibited the 1500-watt, 32-volt D. C. air cooled and 400-watt, 6-volt, water cooled battery chargers in the Onan marine electric plant line, for which Westerbeke has been made New England distributor east of the Kennebec River.

The Company also displayed the Graymarine Phantom Four-62, Lugger Four-112, Express Four-162 and the Gray Express Six-244 with full hydraulic Paragon reverse gear and 2:1 reduction.

Other lines featured by the Westerbeke firm included Goodrich Cutless rubber bearings, for which it is a new distributor, Federal propellers, Marine Products pumps, Sperry hydraulic remote engine controls and Murphy Diesel engines.

Newburyport Marine Supply, Inc., displayed Submarine Signal Fathometer Jr. recording and indicating depth sounders, and Raytheon 10-watt and 25-watt radiotelephones.

Among other products featured at the Show were Michigan propellers at the New England Propeller Service booth, DeWitt and Mustad hooks at the H. A. Whittemore Co. display, Danforth anchors at the exhibit of James Bliss & Co., Esso Marine Products at the Esso Standard Oil Co. booth, and Wisconsin engines at the Diesel Engine Sales & Engineering Corp. display.

Gets New Batteries

A new set of 32-volt HHR-19 Surrette batteries have been installed in the 65′ dragger *Maria Del Socorsa* by Louis Posner. The vessel is owned by Augustus Scilfani of Boston.

Gloucester Maintains Top Place in Food Fish Catch

Fish production in Gloucester during 1949 totalled 253,000,000 lbs., valued at $10,500,000. These figures compare with 251,000,000 lbs. worth $11,234,000 for 1948. The drop in value of the catch was caused by the larger proportion of trash fish landings which reached a record amount of 16,000,000 lbs. last year. The trash species were mainly pogies and herring used for reduction purposes and sold for approximately 1c per pound.

Gloucester continued to be the top food fish port of the nation, a position it has held for six times out of the past seven years. A fleet of some 280 vessels landed 3,788 trips, and the total food fish catch was 237,000,000 lbs.

Boston's 1949 production declined to 171,000,000 lbs., valued at $12,126,000. In 1948, the port had receipts of approximately 200,000,000 lbs., worth $16,182,000 at the ex-vessel price.

Last year, Gloucester's mainstays were redfish and whiting. The redfish yield, landed in 1,892 trips, totalled 184,724,000 lbs., which was only 4½% less than in the record year of 1948. The 1949 whiting landings totalled 10,352,000 lbs. in 942 trips, or 25% greater than in 1948. The average redfish trip during 1949 was 97,634 lbs., which was 1,000 lbs. less than in 1948.

Mackerel receipts in Gloucester in 1949 amounted to 146 trips with 3,991,000 lbs., which was 75% less than in 1948.

Land Good Gray Sole Fares

Gloucester draggers landed good fares of gray sole in January. Among the largest trips were those of the *Junojaes* and *Killarney*, landed on the 24th and totalling 140,000 lbs. and 150,000 lbs. respectively, besides 30,000 lbs. each of redfish. Five cents per pound was received for the gray sole in the catches, and the *Killarney* grossed $7,500 on that species alone.

The dragger *Mabel Mae*, Capt. Tony Parco, made a quick trip during January to the area north of Middle Ground, taking only nine days for the voyage. She landed her catch of 165,000 lbs., mostly gray sole, on January 26. The dragger had a 54-hour run to the fishing grounds where she caught the gray sole.

The *Felicia*, Capt. Salvatore Nicastro, gross stocked well over $10,000 on a 210,000-lb. trip of gray sole and redfish landed on January 19. The fare included 80,000 lbs. gray sole, 120,000 lbs. redfish and 10,000 lbs. mixed fish.

Lobsterman Catches Two-Lb. Mackerel

Paul Hopkins, who goes lobstering out of Rockport aboard his 35′ power boat *Nancy*, caught a two-pound mackerel in one of his traps northeast of Milk Island, Rockport, on January 28. The mackerel was gilled in the heading of the twine of the trap Presence of mackerel is unusual at this time of year and is thought to be due to the open season.

Friend Heads Fishermen's Institute

At the annual meeting of the Gloucester Fishermen's Institute held January 18, the board of directors elected former Mayor Weston U. Friend as president for the coming year, to succeed Everett R. Jodrey.

Capt. John J. Hudder

Capt. John J. Hudder, 71, owner-skipper of the gill netter *Catherine*, who had been fishing out of Gloucester since he was 15 years old, died January 17 as he prepared to leave his home for another trip.

Capt. Reuben Cameron

Capt. Reuben Cameron, who was one of the best known men in the Gloucester fishing industry, died January 18 at the age of 86.

During his lifetime as a skipper, he was in charge of many vessels, including the *Grayling, Esperanto, Marguerite Haskins, Alice and Mildred Worcester* and *Leretha.*

After Capt. Cameron gave up fishing, he was associated with the John Nagle Fish Co. of Boston for approximately 30 years.

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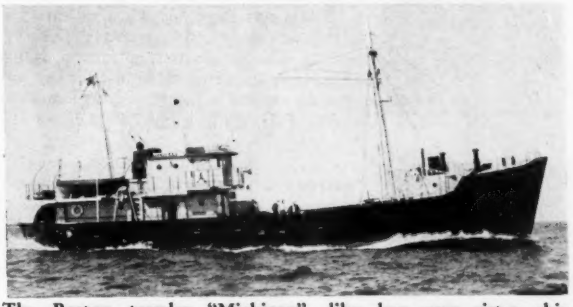

The Boston trawler "Michigan", like her new sister ship "Wisconsin", uses Wesco Cod-End Protectors.

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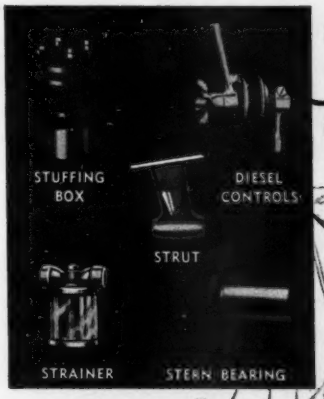

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Canadian Report

By C. A. Dixon

Sardines Continue Scarce

With one month gone out of 1950 and another on the way, there still is no sign of the presence of any but very small quantities of sardines in Southern New Brunswick waters. At the time of writing no sardines whatsoever are being caught in the purse seining area along the north shore of Charlotte County, where the fish usually are quite plentiful at this time of year and in March. At the present time it looks as if Winter sardine fishing is to be a complete failure, although some fish may be caught later on in the season. Where they are to come from, nobody knows. Most of the Canadian sardine factories remain idle although Connors Bros., Ltd., of Black's Harbour have packed small quantities of sardines since the advent of the New Year.

Big Scallop Fleet

This Winter an increased number of boats are engaged in scalloping in Southern New Brunswick waters, particularly at Grand Manan, where 20 boats are reported to be dragging in local waters. The scallops are smaller in size than those taken in the Passamaquoddy Bay region, but they are well meated. Other areas where scallop fishing is carried on include those along the north shore of Charlotte County and near the Wolves Islands farther out in the Bay of Fundy. Some of the scallop fleet from Nova Scotia was shifting to the New Brunswick side of the Bay in search of the bivalves the latter part of January. Local fishermen are getting 40c a pound for scallop meat at Deer Island and vicinity.

Change in Lobster Season

The suggestion made at Grand Manan by some for a change in the Fall opening date of the lobster fishing season to one earlier than November 15 as at present in force, met with opposition at a meeting of the Grand Manan Board of Trade. Those favoring a change want the date changed to November 1. W. S. Oglivie, chairman, said the Board stood ready to recommend any matter which had the unanimous support of the fishermen.

Canadian Landings Show Decline

December landings of seafish in Canada (excluding Newfoundland) amounted to 69,018,000 lbs., a decrease of 22.8% from the catch in the same month of 1948. The cumulative total for 1949—1,176,767,000 lbs.—is 7.9% lower than for 1948.

The Atlantic Coast catch of 24,294,000 lbs. during December was approximately 5.0% above the figure for December, 1948. For the whole year the total landings were 662,818,000 lbs. as against 701,113,000 lbs. last year—a decrease of 5.5%. By far the greatest decline was registered in the sardine fishery, followed by herring, cod, haddock, pollock and other lesser species. However, there were increased landings of mackerel, clams and quahaugs, and lobsters. Total landed value for 1949, at $28,367,000, was 7.1% below the 1948 figure of $30,506,000; some species, however—notably herring—showed a higher value in 1949 despite a smaller catch.

In 1949 more of the Atlantic cod, hake and cusk landings were salted, both wet and dried. A bigger percentage of the mackerel catch was used as bait. This was necessitated by a shortage of herring early in the Summer.

Higher Lobster Size Limit Beneficial

Results of a study conducted at Fourchu, a market-lobster area on the outer coast of Cape Breton Island where the minimum legal size limit was increased in 1947 from 7" to 9", showed that two years later the average catch of lobsters per boat was 72% more and the average catch per trap was 66% more than in the preceding three seasons. At the same time the population of lobsters in the area was estimated to have increased by 38%.

The selection of the size at which lobsters should be caught in any locality to give the greatest long-term yield depends on a knowledge of the proportion caught by the fishery, the proportion dying from natural causes and the rate of growth.

Good Supply of Cod on Grand Banks

The volume of Newfoundland's cod fishery can be greatly increased by devoting more attention to fishing on the Grand Banks, the world's greatest single source of groundfish, according to Dr. Wilfred Templeman, Director of the Newfoundland Fisheries Biological Station. The fishery for cod is at present more valuable than all the other fisheries of Newfoundland.

Successful explorations by the Newfoundland Biological Station were carried out in 1949 on the Grand Banks revealing good populations of cod in a number of areas. Large populations of plaice of commercial size have been shown to exist all along the eastern slopes of the Grand Banks. Both the plaice and cod populations are now being exploited. Several million pounds of plaice were caught by Newfoundland trawlers during 1949, and it is probable that a catch of up to 50,000,000 lbs. annually can be obtained in this area.

Rosefish also have been found to exist all along the southwestern edge of the Grand Bank, the western edge of St. Pierre Bank, and the south coast of Newfoundland west of Fortune Bay, the west coast of Newfoundland north to Port Saunders, and north of Anticosti Island.

Fisheries Office Moving to Halifax

The Canadian Fisheries Department's divisional headquarters which service Nova Scotia, New Brunswick and Prince Edward Island are to be transferred from Moncton, N. B., to Halifax.

Hon. R. W. Mayhew, Minister of Fisheries, has revealed that an organization involving technical services, whose function would be to assist the fishermen and the industry in the establishment of the most efficient methods of fishing, handling, processing, and distribution, will be established. At present some of this function is being carried out by the fisheries experimental station of the Fisheries Research Board at Halifax.

It is proposed to open a new fish inspection laboratory at St. Andrews, N. B., operating on a twelve month basis to service the canned fish industry in Charlotte and Saint John Counties, and also to establish a district headquarters in that center responsible for the inspection of dried, salted and pickled fish processed in the Bay of Fundy area of New Brunswick.

It is planned to establish a similar district headquarters in Moncton for the inspection of dried, salted and pickled fish requiring inspection in Eastern New Brunswick and to expand the canned fish laboratory presently located there.

Hal Lord

Hal Lord, a widely-known weir owner, and a sardine fisherman for a great many years at Deer Island, N. B., recently died at the age of 73. He retired from active fishing of his weirs several years ago, but maintained his ownership of a number of the best properties in the West Isles, N. B., district, just across the border from Eastport, Me. One of his most productive weirs was the "New Partridge" located in the Irish Channel area at Deer Island.

Fishery Law Suits Reviewed

(Continued from page 16)

For illustration, in Clark v. Todd, 64 Atl. (2d) 547, a State law was litigated which provides that it is unlawful to take or catch oysters by dredge without a license, and that it shall be unlawful to use any boat exceeding 7 gross tons to take or catch oysters by dredge in the waters of Dorchester or Talbot Counties. This law also stated that the law is not applicable to fishing boats which were licensed to take oysters in, prior to the year 1900, and have been licensed to do so for each successive year since that time, which boats shall not exceed 10½ tons.

This court held: "Even when oysters are taken and reduced to possession by an individual, his ownership may be regulated and restrained by appropriate legislation enacted for the benefit of the public. We always have recognized that the fish and oysters of tidewater Maryland are valuable natural resources that should be conserved."

This court also explained and held that oysters, like fish and game generally, are the property of the State, and no individual has any property rights in them other than such as the State may permit him to acquire through licenses or otherwise.

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*TRADE MARK

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

ANCHORS

*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
*Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Surrette Storage Battery Co., Salem, Mass.
Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLUTCHES

Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

Seb. Messcher, 3940-46 So. Calumet Ave., Chicago 15, Ill.
Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

*Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
Marine Compass Co., Pembroke, Mass.
*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
*Sperry Gyroscope Co., Division of the Spegry Corp., Great Neck, N. Y.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn. N. Y.
The Edwin H. Fitler Co., Philadelphia 24, Pa.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17. N. Y.
*Bludworth Marine, 92 Gold St., New York 7, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
Pilot Marine Corp., 39 Broadway, New York 6, N. Y.
*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

DIESEL AUXILIARY SETS

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W Outer Drive, Detroit 23, Michigan.
*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
D. W. Onan & Sons, Inc., Minneapolis 5, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh. Wis.
Witte Engine Works, Kansas City 3, Mo.

ENGINE CONTROLS

Sperry Products, Inc., Hoboken 1, N. J.
*Westinghouse Air Brake Co., Wilmerding, Pa.

ENGINE MANUFACTURERS

Diesel Engines

Atlas Imperial Diesel Engine Co., Oakland, Calif.
The Buda Co., Harvey, Ill.
Caterpillar Tractor Co., Peoria, Ill.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23. Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*Nordberg Mfg. Co., Milwaukee, Wis.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.
Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Gasoline Engines

Atlas Imperial Diesel Engine Co., Oakland, Calif.
Chris-Craft, Marine Engine Div., Algonac, Mich.
Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Nordberg Mfg. Co., Milwaukee, Wis.
Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.
The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

ENGINE DEALERS

Atlantic Engine Supply, Inc., 491 Neponset Ave., Boston 22, Mass.
Cummins Diesel Engines, Inc., 209-13 N. 22nd St., Philadelphia 3, Pa.
*Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.
*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.
Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.
*The Edson Corp., 49 D St., South Boston, Mass.
Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

FILLETING MACHINES

Fish Machinery Corp., 4 Fish Pier, Boston, Mass.

FISHING GEAR

*F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FLOATS

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FUEL INJECTION SYSTEMS

G & K Diesel Service, 12 Atlantic Ave., Boston, Mass.

GENERATORS

The Imperial Electric Co., Akron, Ohio.
D. W. Onan & Sons, Inc., Minneapolis 5, Minn.

HOOKS, FISH

*Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.
*O. Mustad & Son, Oslo, Norway
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

Gifford-Wood, Hudson, N. Y.
Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

LORAN

*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS AND NETTING

*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
Brownell & Co., Inc., Moodus, Conn.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Moodus Net & Twine, Moodus, Conn.
New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*A. M. Starr Net Co., East Hampton, Conn.

OILS

*Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

PAINTS

Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.
Hart and Burns Inc., Riverside, Calif.
International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.
Pittsburgh Plate Glass Co., Pittsburgh, Pa.
Tarr & Wonson, Ltd., Gloucester, Mass.

PENETRATING OIL

*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

PISTON RINGS

Atlantic Engine Supply, Inc., 491 Neponset Ave., Boston 22, Mass.

PRESERVATIVES

The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.
Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.
*Federal Propellers, Grand Rapids, Mich.
F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

*The Edson Corp., 49 D St., South Boston, Mass.
Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich.

RADIO DIRECTION FINDERS

*Bludworth Marine, 92 Gold St., New York 7, N. Y.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

RADIO RECEIVERS

National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES

Fisher Research Laboratory, Inc., Palo Alto, Calif.
The Harris Co., Portland, Me.
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

RANGES

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.
*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUBBER BOOTS

Beacon Falls Rubber Footwear, Beacon Falls, Conn.

RUBBER CLOTHING

Beacon Falls Rubber Footwear, Beacon Falls, Conn.
J. F. Carter Co., Beverly, Mass.
Hodgman Rubber Co., Framingham, Mass.
H. M. Sawyer & Son Co., East Cambridge, Mass.

RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

SEAM COMPOUNDS

Standard Dry Wall Products, Box X, New Eagle, Pa.

SHIPBUILDERS, BOATYARDS

Avondale Marine Ways, Inc., Westwego, La.
Bath Iron Works, Bath, Me.
*Beaconside Boat Co., Union Wharf, Fairhaven, Mass.
*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
Bristol Yacht Building Co., South Bristol, Maine.
Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
*Diesel Engine Sales Co., Inc., St. Augustine, Fla.
Electric Boat Co., Groton, Conn.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
Luders Marine Construction Co., Stamford, Conn.
Newbert & Wallace, Thomaston, Maine.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
Southwest Boat Corp., Southwest Harbor, Me.
Webber's Cove Boat Yard, East Blue Hill, Me.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.
*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass
*Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WHISTLES

Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.
John A. Roebling's Sons Co., Trenton 2, N. J.
*Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

$100,000 annually for research in species of special interest to sports anglers of the Atlantic Coast. The report notes with satisfaction progress already made in the clam and shad research projects, both sponsored by the Commission and conducted by the Fish & Wildlife Service.

New precedents in Federal-State relations in treaty making are reported in connection with the recently ratified International Treaty on the Northwest Atlantic. In this undertaking the Commission took an active part assisting the U. S. State Department in various ways at preliminary conferences in contacts with State administrators and three of its representatives served on the U. S. Delegation in the actual negotiation of the treaty in Washington last Winter.

Other undertakings sponsored by the Commission or by its various Sections and Committees are reported upon. These include the new Chesapeake Bay Institute's hydrographic study; the joint shrimp program for the South Atlantic States; the joint Delaware River shad restoration act of the Middle Atlantic States; the lobster program of the North Atlantic States; the coastwide clam and shad studies; assistance rendered the Gulf States in setting up their similar commission.

The Atlantic States Marine Fisheries Commission has announced selection of John J. Murray of Boston to head up the field survey of shellfish grounds provided for by a $10,000 grant from the U. S. Public Health Service. Mr. Murray was a Fish & Wildlife Service employee engaged in fisheries work with UNRRA and the U. S. Army during the past four years.

The Commission recently moved its office to 11 West Prospect Ave., Mt. Vernon, New York.

PURSE SEINE WITH BAG—A new purse seine with a fish bag or bunt for hauling the catch on board the vessel has been constructed and patented by Ragnvald Giske of Ellingsy, Sweden. The net is knitted with relatively large meshes in the end sections and smaller meshes in the middle portion. It also is fitted with a fish bag which is equipped with a purse line and a hoisting line so that the bag can be pursed around the catch within it. After hoisting on board the vessel, it is emptied through the end, which can be opened. The bag's lower end then is pursed again and it is lowered for another filling. This operation continues until the seine is empty By this means the seine can be emptied without use of the landing net or brail.

The seine can be set and pursed from the large boat. It is simple to make and can be used for all kinds of purse seining from small pollock to tuna. Because the fish bag is constructed so that it can be lengthened according to the purse seiner's size, the seine is well suited for fisheries where the catch is to be handled on board.

Index to Advertisers

Advanced Marine Products Corp.	45
W. A. Augur, Inc.	35
Beaconside Boat Co.	40
Bethlehem Steel Co. (Wire Rope)	40
Bludworth Marine	45
Columbian Bronze Corp.	43
Columbian Rope Co.	1
Cummins Engine Co.	14
R. S. Danforth	44
Bill DeWitt Div.	41
Diesel Engine Sales Co., Inc.	45
R. J. Ederer Co.	4
The Edson Corp.	45
Enterprise Engine & Foundry Co. (Marine Engine Div.)	3
The Enterprise Mfg. Co.	37
Esso Standard Oil Co.	2
Federal Propellers	35
Gulf Oil Corp.	10
Hathaway Machinery Co.	35
Hyde Windlass Co.	39
Kelvin & Wilfrid O. White Co.	42
The Lathrop Engine Co.	33
Liberty Dry Dock, Inc.	42
The Linen Thread Co., Inc.	50
Lister-Blackstone, Inc.	31
McClain's Sea Foods	42
Lucian Q. Moffitt, Inc.	32
Murphy Diesel Co.	7
O. Mustad & Son	32
New Bedford Cordage Co.	8
Nordberg Mfg. Co.	49
Northill Co., Inc.	42
F. J. O'Hara Trawling Co.	6
H. O. Penn Machinery Co., Inc.	41
Perkins-Eaton Machinery Co.	39
E. S. Ritchie & Sons, Inc.	48
Frank L. Sample, Jr., Inc.	44
Snow-Nabstedt Gear Corp.	30
Sperry Gyroscope Co.	12
A. M. Starr Net Co.	37
Submarine Signal Co.	39
Surrette Storage Battery Co.	9
Universal Motor Co.	36
Westerbeke Fishing Gear Co.	43
Westinghouse Air Brake Co., Industrial Div.	44
Wickwire Spencer Steel Div.	11

Classified Advertising

Rates: $1.00 per line, $5.00 minimum charge. Count 10 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

MARINE BARGAINS

Draggers: Item M-DA, Morse built 1946, B.P. 76.5′ x 18.5′ x 11′, 75 gr. tons, 265 hp. Hendy Diesel, rebuilt 1949,—ices 100,000 lbs. Scallop outfit, fuel 3,000 gals., water 900 gals. Hathaway gear, tel., Loran range finder, Fathometer, etc. In commission, one of the best draggers on the Atlantic Coast. Price and further particulars on request. Item H-CUR, built 1946, 46′ x 13′6″ x 4′6″, Gray 165 hp. Diesel, Hathaway gear, full equipment, in commission, all in A-1 condition, $10,000. Want offer. Item J-TP, built 1945 by Davis, McKinley, Me. 41.6′ o.a., 11.7′ beam, 6′ draft, crew 3, G.M. Diesel, 82 hp., ices 20,000 lbs. fish, Hathaway gear, A-1 condition, $8,500. Many others. Fish and work boats, tugs and party boats, etc. Our listings are very complete. Also have gas and Diesel engines, all sizes. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

POWER BOAT FOR SALE

74′ x 18′ x 6′, round bottom, timbered and sealed, has 225 Gray Diesel. Boat and engine in good shape. Capacity 100 tons, also bronze wheel, shaft bearing and stuffing box. Wheel 34 x 22, shaft 12′ x 3″, 3″ boxes. Price $8,750.00. C. M. Lewis, Suggetts Point, Tidewater, Va.

L.C.I. FOR SALE

For sale, one L.C.I., in good condition, suitable for fishing or freighting. Can be inspected at Reedville, Va. at any time. Write Box 38, Atlantic Fisherman, Goffstown, N. H.

BOATS FOR SALE

Combination dragger and lobster boat. 33′ x 11′ x 5′. Engine LH6 Lathrop, 107 hp., 2:1 red. Very able boat, solid oak construction, first class condition. Two drum hoist, nets, doors, etc. Wet well capacity 1,000 lbs. Fish hold for 9,000 lbs. iced fish. Inspection invited. $3,800.

Western type dragger, 46′ x 14′5″ x 6′, built 1942. A good model, substantially built. 130 hp. Cummins Diesel, 2:1 red., installed new 1948. Hathaway winch, complete fishing gear including 6 nearly new nets, Fathometer, radiotelephone, direction finder. An excellent whiting dragger with large fish hold and plenty of deck space. Price $16,500 (open to offer).

Diesel research vessel, 75′ x 18′ x 9′, built 1942 as dragger. Eldredge-McInnis design, round stern, sawn frames, very heavy construction. Atlas Imperial engine, 155 hp., Lister auxiliary. Regular dragger layout below decks. Needs spars, winch, gallows frames, etc. to be completed for fishing. Price $28,000 (open to offer).

For further information, write or phone Edwin B. Athearn, Marine Broker, Woods Hole, Mass. Tel. Falmouth 1715 or 409WK.

ENGINES FOR SALE

Diesel and gasoline engines, marine, industrial sales, service, parts and batteries. J. W. Helwege Co., 1 Woodcleft Ave., Freeport, N. Y.

BOATS FOR SALE

44′ x 14′ x 4′ trap boat, built 1947, sturdy construction, holds 40,000 lbs. of mackerel, in A-1 condition, can stand rigid survey, excellent hand liner, seiner, cargo carrier. $3,500. 52′ party boat, 14.6 gross tons, cedar planked, copper fastened, 4 bunks, Gray 160 hp. removed for overhaul, carries 60 passengers, attractive, good lines, toilet, $1,900. 42′ seiner in good condition, $800. 32′ lobster boat, built 1947, Gray powered, A-1 condition, can stand rigid survey, $1.700. 28′ lobster boat, built 1940, Chevrolet engine, seaworthy, fishes all Winter, $800. Boats mentioned are located in Boston area. 28′ and 30′ lobster boats built at reasonable prices. Turner Brokerage, 219 Main St., Gloucester, Mass. Tel. 4343.

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY
Established 1895
17 Administration Building Fish Pier, Boston, Mass.

GEERD N. HENDEL
NAVAL ARCHITECT
Designer of Fishing and Commercial Vessels of All Types
Specializing in Aluminum Alloy Hull and Deckhouse Construction
CAMDEN, MAINE TELEPHONE 3097

TWO FISHING BOATS FOR SALE

Two fishing boats, 87′ long, 21′6″ beam, 320 Fairbanks-Morse Diesel engine, will hold about 130,000 lbs. of fish. These boats are four years old and in excellent condition. Price $125,000 for both boats. Walter C. Benson, 18 Bartlett Parkway, Winthrop, Mass.

LIQUIDATION SALE

New insulated shipping containers. Interior stainless steel, plywood exterior. Net weight 198 lbs., 13½ cubic feet. Holds approximately 500 lbs. frozen products. Highly efficient insulation. Can keep seafoods frozen five to seven days without refrigeration. Exterior carrying handles and hardware included. Last lot priced for quick sale 50% manufacturer's cost. Write Shippers, c/o 123 D Larchmont Acres, Larchmont, N. Y. New York City call DIgby 4-1989.

ENGINE FOR SALE

A 75 to 90 hp. Wolverine engine for sale cheap if taken at once. James Bertolino, 25 Granite St., Gloucester, Mass.

MARINE DIESEL & GAS ENGINES

Cat. Model D13000, 135 hp., 6 cyl., 5¾″x8″ bore and str., new, never used	3000.00
Hall Scott, Gas Model 168, 200 hp., 6 cyl., 5½″x7″ bore and str., like new with reverse gear	1250.00
Hall Scott, Model V-12, 600 hp., 12 cyl., good condition	1250.00
Kahlenberg, 4 cyl., 120 hp. @ 375 rpm., new '43, 2 cycle, direct reversible, cost 10,000—(2) available	1850.00
Kermath Sea Raider, Spec. Model VV, 550 hp., 12 cyl., brand new, in original crates, cost—$8500.	1000.00
Kermath Sea Raider, Model V, 12 cyl., 500 hp., brand new and spare parts	1000.00
Atlas Lanova, 1 cyl., 5 hp., radiator cooled, stationary	250.00
Gasoline Generating Plants	
New Le Roi-Westinghouse, 40 hp., 900 rpm., 25 KVA, 1/60/120 A.C. fully automatic	1250.00
New Kohler, 4 hp., 1200 rpm., 1½ KVA, 1/60/115, fully auto., AC	475.00
Miscellaneous	
Windlass, double drum, Waukesha gas engine drive	950.00
Jaeger Hoist, new, single drum, Wisconsin air cooled 22 hp. engine, pull 8000#, cable cap. 260′ of ½″ cable	550.00
Balsa Wood Life Float, 25 person, length 9′, width 5′	5.00

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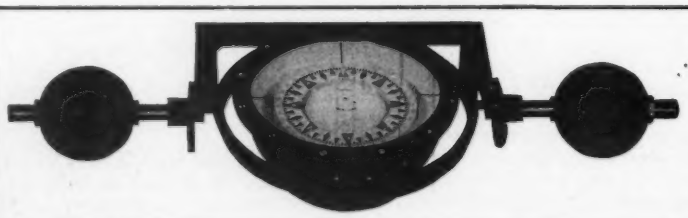
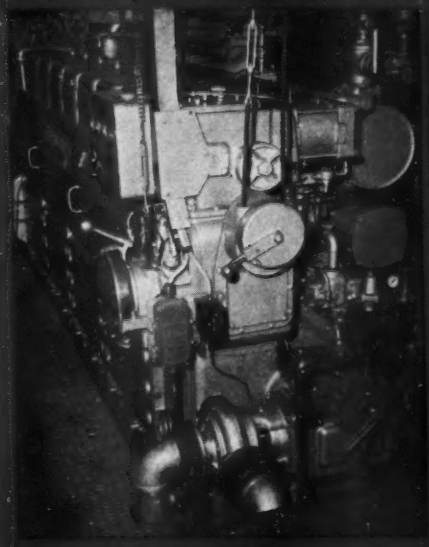
E. J. McCALLUM, PROP.
805 Housatonic Avenue Bridgeport, Connecticut



"Ritchie" Fisherman
7″ Reduced Card Compass In Bracket
An Offshore Compass for Offshore Boats
Proven At Sea
E. S. Ritchie & Sons, Inc.
112 Cypress St. Brookline, Mass.

The tuna seiner *Sun Beam* is owned by Mike Elich, in partnership with Dominic Roki and the Westgate-Sun Harbor Co., San Pedro, Calif. The re-engine job was done by Todd Shipyards.



Sturdy 100-ft. seiner repowered with NORDBERG REDUCTION GEAR ENGINE

THE *Sun Beam* presents an example of the way in which a Nordberg engine with reduction gear drive improves over-all vessel performance. In this case, the repowering job was efficiently handled with an 8-cylinder, 4-cycle Nordberg Diesel Engine swinging an 82" x 60" propeller through a 2½ to 1 reduction gear. Delivering 600 h.p. at 680 r.p.m. — this means 270 r.p.m. at the wheel — for a boat speed of 10½ knots. This combination has resulted in appreciable savings in fuel and lube oils and improved maneuverability . . . all with the complete dependability of an engine and reduction gear unit built for heavy duty service.

For full details, send for your copy of Bulletin 154.

NORDBERG MFG. CO.
Milwaukee 7, Wisconsin

SM 150

A DIVISION OF NORDBERG

NORDBERG
DIESEL ENGINES

THINGS FISHERMEN TRUST...
THE SEXTANT THAT SHOOTS THE STARS
THE NET THAT LANDS BIG CATCHES
For more than a hundred years men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you "Gold Medal is the kind to buy —it's got what it takes!"

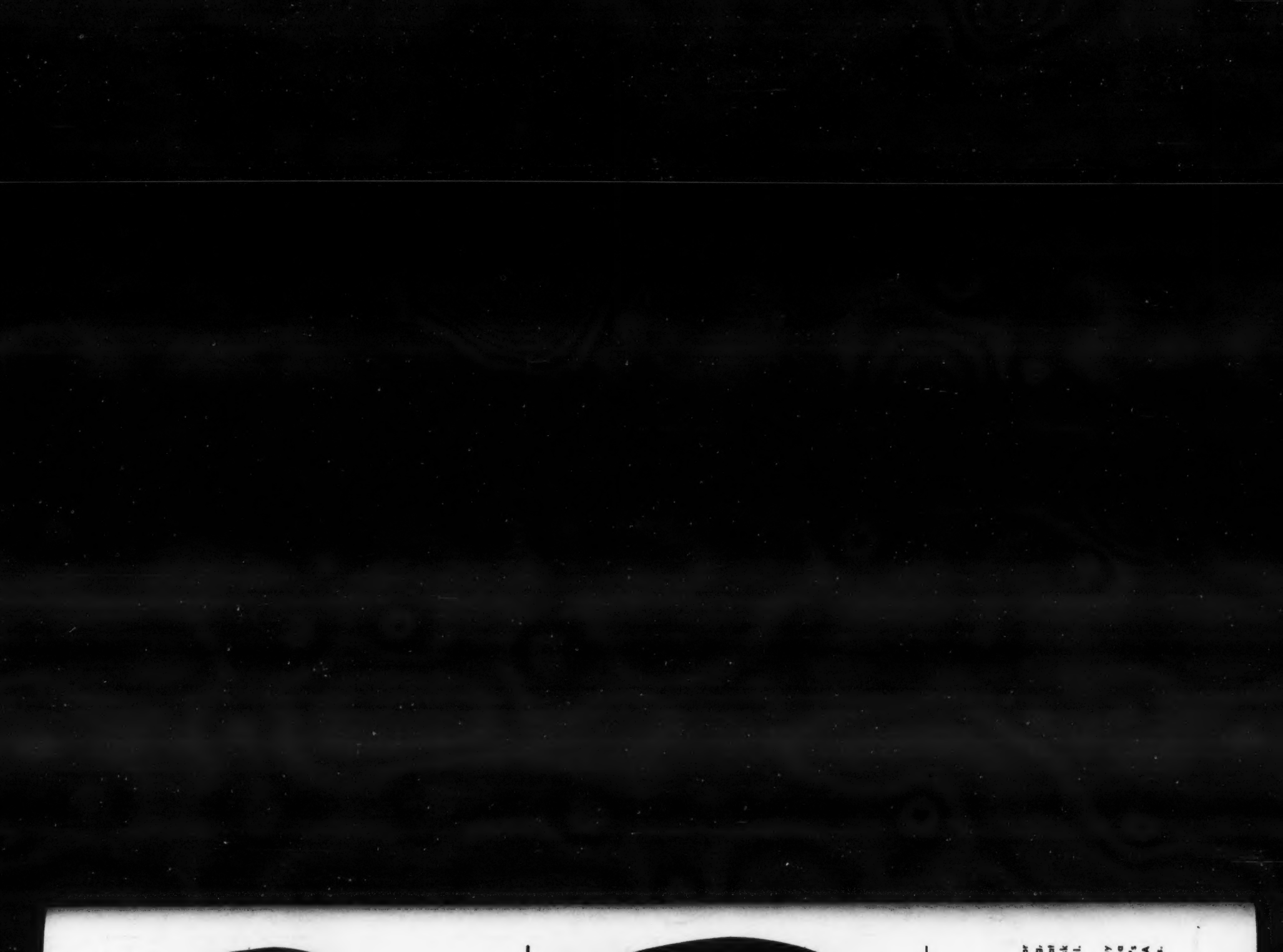
GOLD MEDAL
The greatest name in netting

...TTING—
...means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

Gold Medal Netting

THE LINEN THREAD CO., INC., 418 Grand St., Paterson 1, N. J.
(Successors to American Net and Twine Company)
New York 17, N. Y. • Chicago 10, Ill. • Philadelphia 6, Pa. • San Francisco 5, Cal.
Baltimore 3, Md. • Boston 10, Mass. • Gloucester, Mass.

Makers of Fine Netting for 108 Years

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: **AN&T Coy Linen Gill Netting, Gold Medal Sea Island Cotton Gill Netting, Barbour's Nylon Netting—Plymouth Rope—A Complete Line of Netting Accessories.**